

PROBS: MOSTLY FAIR AND COOL TODAY AND ON SUNDAY—VERY COOL AT NIGHT.

LAST EDITION

# EDMONTON DAILY COURIER

EDMONTON, SATURDAY, AUGUST 9, 1913.

TWENTY-EIGHT PAGES

VOL. IV. No. 100  
Library  
Aug 18-13  
POWELL, KIRK  
S,  
PROCEEDS AL...ST  
CITY FOR \$40,000

Claims Damage to That Amount Through Use of Dynamite in Trunk Sewer.

BUILDING PRACTICALLY WRECKED, SAYS OWNER  
Complaint Made Month Ago, Reported Two Weeks Ago and Again at Recent Meeting Did Not Stop Use of Explosives Under Ground.

...for \$40,000 is being served on the city of Edmonton and Gregory, sewer contractors, Ellen Powell, wife of J. Bailey Powell, for damages alleged to have been done to her building as the result of the explosion in the trunk sewer now being constructed on the corner of Stuart and Stuart, where, she acting in behalf of the property owners, and service of the writ probably be made this afternoon.

It is claimed in this action that the damage has been practically wrecked, walls being badly shattered, as the result of the contractors using dynamite in the sewer excavations carried down 25 feet under ground. The damage is three stories and of brick construction, having a frontage of 100 feet.

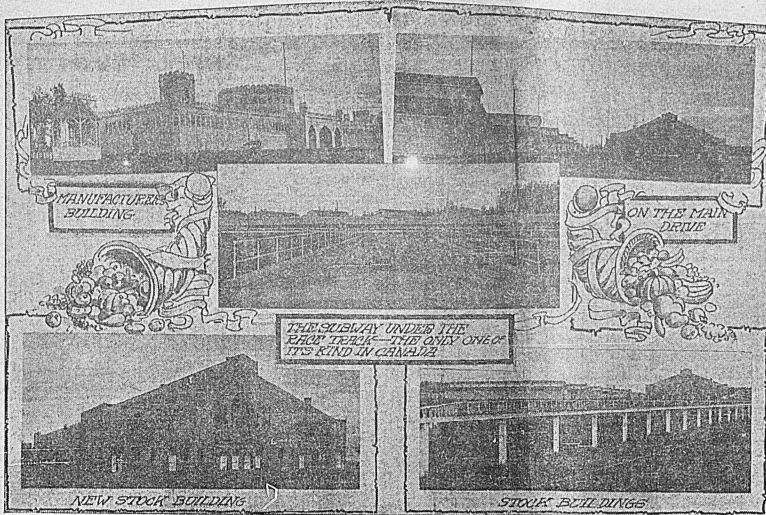
...a month ago Mr. Powell applied before the council and told of the damage being done to his property through the use of dynamite in the sewer. At that time the council passed a resolution instructing the commissioners to see that the contractors be prevented from the use of explosives below ground. If failure to do so, the commissioners notified the engineer who levelled the sewer and the contractors to see that the contractors be prevented from the use of explosives below ground. At the same time he notified the council that if action was not taken he would be obliged to take legal action as his solicitors had advised him to do.

...at this meeting asked the council to see that the contractors be prevented from the use of explosives below ground. At the same time he notified the council that if action was not taken he would be obliged to take legal action as his solicitors had advised him to do.

...to the rest of the day.

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NEW SCENES AT EXHIBITION PARK FOR THIS YEAR'S FAIR.



Probably the most novel feature at the exhibition this year is the subway under the half-mile track. This is the only one in Canada and probably the only one in the world under a track. The object of the subway is to prevent accidents and facilitate getting to the infield. The new exhibition building is a credit to the city as is the manufactures' building. The main drive to the grounds has been put in excellent shape.

## WORKMEN MAKE FINAL TOUCHES AT THE FAIR MONDAY

Exhibitors Will Be Coached as to the Handling of Their Exhibits.

BRILLIANT FEATURES FOR NIGHT PROGRAM

Racing Cards Will Be of Highest Class and in Themselves Enough to Crowd the Grounds Each Day

Monday will be observed as a sort of full dress rehearsal for the exhibition which opens the following day. All the stock will be allotted to the different pens, and final arrangements will be completed. Exhibitors will be shown where the different classes will be judged, and will have demonstrated to them the most expeditious way of taking animals from the pens to the ring.

Very preparation is being made on Monday to ensure the formal opening passing off without a hitch.

Members of the general public, other than those having direct business to transact, will not be admitted on Monday. All exhibitors are expected to be on hand to supervise the housing of their stock.

The Edmonton exhibition is generally recognized to be the most up-to-date and progressive in the west, and to live up to their reputation the directors, this year, have spared no effort to supply every attraction common to such exhibitions, and, in addition, to provide several features (Continued on Page 14.)

## Horse Whips Used South Side Woman Phones For Aid, Then Takes Carbolic Acid On Jail Doctor

Attack a Protest Against Treatment of Miss Richardson at Holloway.

London, Aug. 9.—A group of militant suffragettes armed with horse whips today assaulted Dr. Allan Campbell Pearson the medical officer of Holloway jail, as he was entering the prison gates. The attack was made as a protest against the treatment in the jail of Miss May Richardson under a sentence of three months for breaking windows.

Miss Richardson alleged that the doctor had threatened to deal with the suffragettes in such a way as to make them "physical and mental wrecks," after which they would be confined in a lunatic asylum.

## WELLS DEFEATS MENEAGAN.

Sydney, N. S. Aug. 9.—Matt Wells, the English lightweight pugilist, defeated Hughie Meneagan, the Australian champion here today in a 20 round contest on points. Wells had the better of the outfighting, but appeared to have received the greater amount of punishment. The decision was given a mixed reception by the 17,000 spectators.

## GRAIN MARKETS

Wheat—	Open	Close
October	80 1/2	80 1/2
December	81 1/2	81 1/2
May	83 1/2	83 1/2
October	37 1/2	37 1/2
December	38 1/2	38 1/2
May	40 1/2	40 1/2
Flax—	130 1/2	131 1/2
October	130 1/2	131 1/2
December	130 1/2	131 1/2
May	130 1/2	131 1/2

## Auditor's Report On Car Barn Job Raps Buck Hard

As Richardson Sees fit, the Mayor's Inspector of Departments is a Sort of Statistical Joke—Shows Overcharge on Excavation by Comparing Frozen With Summer Work.

A new perplexity was added to the troubled course of the civic administration today when City Auditor Richardson filed with the city clerk his report on the car barn. The document is very extensive and loaded to the last line with figures and comparison, but the general effect of the report is that Inspector of Departments Buck does not know his business and that he is responsible for a galaxy of blunders on the car barn job which are staring

and inexcusable. Immediately upon receipt of the report, Mayor Shaw gathered a few of his choice supporters about him and went into secret session in the city hall. The audience present at this session was Messrs. Walsh, Calder, Livingstone and Dr. Smith, Newspapermen were, of course, excluded, but their chance of getting on the inside was deemed nothing nothing.

The auditor's report says that the cost of the building and barn including plumbing, heating, lighting, etc., cost \$164,429.18. This climaxes a long and overcharged list of equipment chargeable to the car barn, that amount being \$71,151. The auditor says the item of \$2,900 for plans and specifications is a charge against the appropriation. This item is not included in the total before mentioned. He here makes a detailed estimate of the cost of the barn.

The report says: "With regard to the statements made in Mr. Buck's report, a copy of which was sent to me as stated previously, I have gone into many of the items named, from 1 to 25, and finding some of Mr. Buck's conclusions so apparently erroneous it appears desirable for me to report upon the same to the committee."

Regarding item six the auditor says that Mr. Buck estimated the cost of carpenter work to be \$21,500, when the actual cost of the labor was only \$17,435.

The auditor mentions Mr. Buck's criticism of the difference between 30 cents and \$1.25 for excavating, but does not explain that the latter figure was charged when the frost was in the ground.

Relative to this excess cost of brick, of which Mr. Buck speaks in his report, the auditor says: "It seems that the brick company charged \$14.50 for bricks delivered at the car barn and \$13 at the brick yards, the city in the latter case doing the hauling. I do not know how this can be regarded as wasted unless the cost of city teaming was greater than the difference between \$13 and \$14.50 per thousand; \$24,000 bricks were hauled by the city at the above cost."

Later the auditor's report reads: "Mr. Buck's report—28 double door hinges charged at \$247.78 which figures about \$9 each and is considered excessive."

"My report—1 cannot understand how Mr. Buck came to this conclusion as the invoice shows that the following doors were supplied for \$247.78: 18 double door hinges, 40 single door hinges, 203 washers, 205 bolts."

To the report of Mr. Buck alleging overcharge for fire doors the auditor writes: "The report of the inspector of departments incorrectly included an item of \$174 for six valves which was charged as part of the doors, and also charged separately."

Relative to the charge of Mr. Buck that an excess price was paid for 33 square head frames, the auditor points out that the \$867.17 was for 33 square head frames, 51 single head frames, four small square head frames; or 91 frames instead of 33.

In short the report of the city auditor shows conclusively that Mr. Inspector Buck figured the alleged excessive cost of various items going into the car barn. It was simply enough from a trigger who had caught the animals in the North country. The seller was J. W. Hiler, a well known trader of Norway House, a few miles north of Winnipeg.

## BATCH OF NEW LAWYERS MADE

Abner Gladstone Virtue and Lewis Frederick Mayhew Graduates.

The results of the final examinations for admission to the bar of this province, conducted by the Law Society of Alberta in May last have just been issued by the education and legislation committee of the bar. The society's gold medal for 1913 has been awarded to Mr. Abner Gladstone Virtue of Lethbridge, who stood first among the 33 candidates with a percentage on the whole of 83. The silver medal was awarded to Mr. Lewis Frederick Mayhew, B.A., who stood second with a percentage of 77. The fee list arranged in order of merit is as follows:

Abner Gladstone (with J. B. Palmer, Lethbridge; Lewis Frederick Mayhew, B.A. (with Short, Ross, Selwood and Shaw), Calgary; Robert Miller, B.A. (with West, bridge, Henwood and O'Brien), Edmonton; Richard Roy Davidson, with Campbell, Church and McArthur, Lethbridge; Nelson Miller (with Clark, McArthur, Carson and Macdonald), Calgary; Milton Howard Staples, B.A. (with Jones, Peacock and O'Brien), Calgary; Charles Henry Russell, B.A. (with Messrs. Emery, Newall, Ford, Bolton and Stuart), Edmonton; Ward H. Patterson, B.A. (with Jackson and Ford), Calgary; George Wilbert Stone, B.A. (with Peacock and O'Brien), Edmonton; Gordon Edward Cairns, B.A. (with Peacock and O'Brien), Calgary; Kenneth Flint Corbett (with K. McDonald), Edmonton; Charles Verley Weaver (McDonald and Tait), Edmonton; William A. Wells, B.A. (with A. McKinnon), Edmonton; John Elliot Buchanan, B.A. (with C. B. Forsyth), Calgary; George Sterling Matheson (Parker, Freeman and Abbott), Edmonton; Herbert Oliver Knowles (Lindsay, Blainey and Hand), Medicine Hat; Norley E. Bell (Messrs. Davidson and Wells), Medicine Hat; Malcolm Whitney (Lindsay, Blainey, Bennett, McKinnon and company), Calgary; Donald William Macdonald (Messrs. Parker, Freeman and Abbott), Edmonton; Hilderson Ostlund (J. R. Patterson), Lethbridge; Ernest Frederick John Pinkham (Longhead, Bennett, McKinnon and company), Calgary; Benjamin Mandel Goldman (Finkelstein, O'Connor and company), Edmonton; James Bernard McDermott (McArth and Davidson), Calgary; John Patrick Costigan (Longhead, Bennett, McKinnon and company), Calgary.

## WATER REPORT IS READY TODAY

Wallace Chipman, the engineering expert engaged by the city council to examine the different available water supplies, has completed his report, and will probably hand it to the mayor in the course of the day.

Some indication of Mr. Chipman's views on the situation was obtained from the fact that he stated "Edmonton's present water supply is I consider to be the best in Western Canada. The water which the citizens are now using simply could not be exceeded, for it is absolutely pure."

Maple Creek, Aug. 8.—Petro Bremento, a Bowlin living about 18 miles from Maple Creek, committed suicide following his arrest on a charge of stealing binder casting.

## JOHN WILKINSON, AGED 103, DEAD

John Wilkinson, 103 years old, died last night from complications at the Royal Alexandra hospital, where he was taken two weeks ago from the home of his youngest daughter, Mrs. Craig, 614 Elizabeth street.

He was born in Ireland and came to Canada with his parents when he was two years old. They located at York now Ontario.

He fought in the rebellion of 1837-8 under General William R. Mecklen. He was a member of the Orange lodge for 77 years, and a Mason for 80. His oldest son died last year at the age of 79.

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## EIGHT LIVE FOXES SOLD FOR \$20,000

One of the largest sales of live foxes ever carried through in Edmonton was completed last night, when a flock of eight live foxes, four males and four females, purchased direct from the ranch of a trader who had caught the animals in the North country. The seller was J. W. Hiler, a well known trader of Norway House, a few miles north of Winnipeg.

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## Events of the Week in Cartoon as Seen by Schaflein From His Studio in the Capital Office



King George Captures Santa Claus. Edmonton Rushes Aid to Fire-stricken Athabasca. Council Hunts for Place to Cut Appropriations. Mexico Prepares Reception for Governor Lind. Who's Next to Take a Poke at Mayor Shaw? Time to start Priming for Exhibition.



# Lind May Not Be Allowed to Land in Mexico; British Papers Predict War

Universal Comment Made on Probability of Peace Advocates Having to Fight

## CONFLICT EXPECTED IN SPITE OF PRINCIPLES

Idea is that there will be an Outbreak Against the United States and Bloodshed Will Follow.

Washington, Aug. 9.—President Wilson will meet the entire foreign relations committee at the White House tonight for a conference on the Mexican situation. The entire membership of 10 democrats and 7 republicans was asked to be present.

### Demonstration is Planned.

Mexico City, Aug. 9.—What promises to be a gigantic demonstration of popular approval of the attitude taken by President Huerta regarding the coming to Mexico of John Lind, President Wilson's personal representative, has been planned by the student element, led by their instructors, for tomorrow. It is expected the demonstration will be participated in not only by students, but all classes of the people. The crowd will march through the streets, halting at convenient places for speeches. It is believed there will be no difficulty in securing permission for the holding of the demonstration, but that the authorities must be assured no violence will be permitted.

No new official declaration affecting the attitude of the government toward Mr. Lind has been made, but there is some reason to believe that the government is seriously considering going to the length of not permitting Mr. Wilson's representative to land at Vera Cruz.

### More Explanations Made.

Nelson O'Shaughnessy, the American chargé d'affaires, adding under instructions of Secretary of State Bryan, again has reassured the foreign office of the friendly character of Mr. Lind's visit, reiterating in substance the previous note of Mr. Bryan in which Mexico was requested to exercise judgment until the arrival of Mr. Lind.

The alarming character given the mission of Mr. Lind was attributed to the sensational newspaper reports. Mr. O'Shaughnessy said, and he added that the United States is not in any way being advised as to the character of Mr. Lind's instructions.

Mr. Lind will arrive in Mexico City before tomorrow. Instead of reaching Vera Cruz last night, as it was believed he would, the battleship New Hampshire, on which Mr. Lind is coming to Mexico, is due to reach Vera Cruz today.

Federico Gamboa, the new head of the foreign office, arrived here last night from his post where he has been minister for Mexico.

Manuel Garcia Aranda, minister of education, who has been acting foreign minister, probably will be transferred to the department of war.

### Mexicans Against Intervention.

New York, Aug. 9.—That intervention by the United States is scarcely more than a remote possibility, but should there be intervention it would be fought with the fiercest of consequences, were the opinions expressed by Francisco Dela Barra, former provisional president of Mexico, and former Mexican ambassador at Washington, upon his arrival here from Mexico yesterday. Senator Dela Barra will sail for Paris in a few days to assume his duties as Mexican ambassador to France.

"I am firmly of the belief," said Senator Dela Barra, "that the intelligence of the American and Mexican peoples and the spirit of justice and fair play in both countries will prevail in the present situation and that possibility of anything akin to international complications is most remote."

"Intervention, it seems to me, is hardly to be thought of. High officials in my country do not seriously consider the possibility, let alone the probability of such an action on the part of the United States. I will say, however, that should there be any chance of intervention the universal feeling in Mexico would be such that it would be difficult to predict the outcome."

Senator Dela Barra would not commit himself so far as to say that all the warring factions in Mexico would be united against the United States in event of intervention, but he would be pressing too much," he said. "There is just now no way of telling what would be the attitude of all factions, but the undoubted fact remains that a very great majority of the people in my country do not favor foreign intervention in their affairs and would probably do what they could to prevent it."

### As Private Traveler.

Vera Cruz, Mexico, August 9.—Not the slightest opposition was planned by the Port authorities here to the landing of John Lind, who was expected to arrive on board the battleship New Hampshire about noon today. Awaiting Mr. Lind's arrival were the American consul and Dr. William Bayard, personal representative of President Wilson, who arrived here this morning from the Mexican capital. It was expected that the Mexican military commander of Vera Cruz would meet Mr. Lind immediately, incidentally to the exchange of visits and courtesy between him and the captain of the New Hampshire.

The attitude of the authorities here is taken generally as a reflection of what may be expected at the Mexican capital. They regard Mr. Lind simply as a private traveler. The public discusses his coming largely with no indication of resentment.

## GENERAL FELIX DIAZ



Nephew of the former president of Mexico, Porfirio Diaz, he was sent abroad on a foreign mission by President Huerta to eliminate him as the

### To Inform Whole World.

Washington, August 9.—John Lind, President Wilson's personal envoy to Mexico, will arrive off Vera Cruz on the battleship New Hampshire before tonight. He probably will not be in Mexico City before Monday, and the diplomatic crisis between the United States and Mexico is not expected to culminate before that time.

The next development in the situation is expected when Mr. Lind presents to President Huerta, President Wilson's proposal to bring about peace. These will be published simultaneously in Washington and Mexico City and at the same time will be transmitted as a matter of information to the powers of the world.

### Message Unknown to Germany.

Berlin, August 9.—Representatives from Washington that President Wilson's message to Provisional President Huerta, of Mexico, had been sent out by the German foreign office today declared that it did not know the contents of President Wilson's message.

### Trying to Bring on War.

Washington, D. C., August 9.—Senator Williams, of Mississippi, declared today that the scandalous effort was being made to bring on war with Mexico. "In my opinion there is an organized syndicate," he said, "which is being used by the United States and Mexico to bring on a war with Mexico."

### AS IN A STATE OF WAR IS CITY OF BARCELONA

Machine Guns are Mounted on the Principal Streets and Cavalry is on Patrol.—Declaration of Siege is Expected—Socialists in Madrid Decide to Join Hands With the Strikers.

Madrid, Aug. 9.—The situation in Barcelona, where 90,000 workers are on strike and 337 factories are closed, is regarded in government circles as very grave, and it is expected that the city will be declared in a state of siege in view of the fact that the government has recently passed by the Cortes a revolutionary measure.

### Regains Speech as Result of Excitement of Cricket

Equally Remarkable is Boy's Conduct in Concealing His Restoration From All Around Him Until He Had Written to His Mother Breaking to Her the News of His Good Fortune.

London, Aug. 9.—After being dumb for 10 years a local boy found the power of speech restored to him yesterday during the excitement of a cricket match. Not less remarkable was the boy's conduct in concealing the restoration of speech from all around him until he had written a letter to his mother breaking the news. The youth, while trying to get an extra run, found himself trying to shout. He even then he heard his own voice.

### British Columbia Faces Problem as to Chinese

Situation There Regarding Them is Somewhat Like That in California in Regard to the Japanese—Bill to be Introduced in the Provincial Legislature Touching Land Ownership.

Penticton, B. C., Aug. 9.—Boards of trade throughout the Okanagan Valley are extensively taking up the problem of giving white land owners the preference over Chinese, and in this connection will shortly recommend to the provincial government the passage of a bill, the province of which will be somewhat similar to the California land ownership question. The bill would declare that it is impossible for Japanese to become land owners in that state.

The feeling against the Chinese and Japanese is very strong at present, in spite of the fact that the Chinese are engaged in farming there are very industries and are successful in their business operations.

### ESPIONAGE IS DENIED.

London, Aug. 9.—The German destroyer "U-2," which it is alleged was guilty of espionage during the recent naval maneuvers, arrived at Sunderland yesterday. Captain Keir, on being interviewed, denied the charge that he had been in the "U-2" and declared that the allegation was absolutely untrue.

The board of trade of Duncan, B. C., which started the new movement, has sent a copy of the resolutions dealing with its vessel.

strongest possibility as his successor at the chief executive of Mexico. Now it is expected that Felix Diaz will be recalled to assume the reins of government.

### Won't Be Ambassador.

St. Paul, Minn., Aug. 9.—That John Lind would not accept an ambassadorship in Mexico or any other post which would compel him to move his residence from Minnesota, is his statement in a letter to F. D. Lynch, democratic committee man.

Mr. Lynch found the letter waiting him when he returned from the south this week. He said that knowing that Mr. Lind had refused two different important posts abroad some weeks ago, it was plain that he meant what he said in his letter.

Mr. Lind said that he had been appointed to his present mission in such a manner that he could not very well refuse.

### Clenton Piano, Style F.

Beautiful Mahogany finish. A really excellent piano. Regular \$350.00, for..... \$298

### Doherty Piano, Style J.

Only one of these in beautiful Burl Walnut. The best Player piano made. Regular \$800..... \$650

### Doherty Piano, Style E.

Mahogany or Brown Oak; nice cottage size. Absolutely lovely design. Regular \$375.00..... \$322

### Doherty Attachable Player

The greatest accomplishment of the piano manufacturing world. Regular \$600..... \$500

# Inequality Opportunity

## Factory Branch Clearance Sale

Never before has the purchasing public of Edmonton been brought face to face with such a long list of Piano Bargains as will be placed before them by the Doherty Piano Co., Limited, in their Clearance Sale commencing Saturday, August 9th.

As previously announced we have opened a Direct Factory Branch at 442 Namayo Avenue, and on looking over our stock find a number of instruments slightly shop worn.

Remember these pianos are absolutely new and covered by our binding Ten Year Guarantee and we will stand behind every one of them.

This stock we have decided to clear out and start with a complete line of up-to-the-minute goods, and in order to accomplish this have made the price so low that you cannot afford to allow this opportunity to pass.

Below we quote a few of the many snaps which you will find in our warehouses. Every instrument marked in plain figures and we will give you easy terms of payment if required.

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### Doherty Piano, Style B

Beautiful Walnut case, Colonial design. Reg. \$425..... \$373

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## LORD ROTHSCHILD THREATENED WITH DEATH BY CLERK

He is Told That Unless He Pays Over \$15,000 His Life Would Be Taken.

### HIS COUSIN ALICE ALSO NAMED BY THE CULPRIT

Guilty Man is Caught by the Police Who Arranged a Trap With Electricity and Powder.

London, Aug. 9.—The case of the German doctor, who was charged with attempting to assassinate Lord Rothschild, came up in the Bow Street police court today.

The prisoner, Lord Rothschild, was taken in the money was not put in a hospital, but in a fashionable restaurant in Coventry street.

If the police were notified, the letter said, his cousin, Alice Rothschild, would have to be put in a hospital.

The police then put initiation notes in the money, and in this case with an electric bell in the restaurant and a powder charge in the restaurant.

In the middle of it the bell went off, and the police immediately entered the restaurant and the prisoner was taken in.

Antoniou, he made a full confession, saying he had in a previous letter told his parents would no longer send him to school.

In a subsequent confession he said he never meant to do any harm and begged Lord Rothschild's pardon, saying "I am a poor fellow, do not let me stay in prison."

### TITANIC'S LOOK-OUT DEAD.

London, Aug. 9.—Reginald Lee, who was the lookout man on board the ill-fated Titanic, died at Southampton yesterday.

### INCREASE SHOWN IN DOMINION REVENUES

Ottawa, Aug. 9.—The financial statement of the Dominion for the first four months of the present fiscal year shows a total revenue of \$57,000,000, an increase of \$4,023,287, as compared with the corresponding period of last year.

Customs revenue increased by \$1,683,160; post office revenue by \$400,000, and excise revenue by \$480,000. Railways subsidies were paid during the four months totaling \$8,516,705.

### CROWDS SEEN STAMPEDE PARADE.

Winnipeg, Man., Aug. 9.—Notwithstanding cool weather and threatening rain, big crowds lined the route along Portage avenue and Main street of the stampee parade today when thousands of Winnipeggers who had never got closer to the cowboy than a well west show saw the real article in all his whooping glory.

The hand of Indians and cowboys attracted much attention. Liverpool, Aug. 9.—A severe work on the Liverpool docks today resulted in nearly 800 men and women on the docks and a further on the docks and a further on the docks.

GOING TO UNITED STATES. London, Aug. 9.—The Times correspondent at Tokyo says that Dr. Sun Yat Sen is expected immediately to the United States.

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## CONFIDENCE IS GREATER, SAYS DUN'S REVIEW

But Conservatism Still as a Prominent Feature of Business in Canada.

### EDMONTON COUNTING ON CROPS FOR PROSPERITY

Gross Earnings of all Railways Reporting for July Show Gain Over the Figures of Last Year.

New York, Aug. 9.—Despatches to Dun's Review from branch offices of R. G. Dun and Company in leading cities of the Dominion of Canada indicate that there has been some improvement in confidence owing to the continued favorable crop progress, but that conservatism is still a prominent feature.

Montreal reports that wholesale trade continues of a quiet character in summer business, but that there are indications of improvement and it is believed that fall trade will be active if there is no set-back to the favorable crop prospects which now prevail.

Boot and shoe manufacturers are not busy and the demand for leather is light. The iron market is dull.

Favorable weather at Quebec has helped business and the situation is a whole is quite satisfactory. There has been little change in conditions at Toronto, but there is a growing feeling of confidence as the crops approach maturity.

There is a fair call for seasonable mercantile goods and there seems to be a somewhat broader demand for fall dry goods, notions and clothing, although there is much caution in placing orders.

Fair Movement Noted. A fair movement is noted in groceries, and hardware is selling in normal volume. Jutes and linens continue in demand at steady prices.

Favorable crop prospects throughout the far west and northwest stimulate confidence and merchants generally are looking forward to a brisk fall and winter trade.

Winnipeg reports that a fair demand has prevailed for most kinds of staple merchandise and that in some lines sales show a satisfactory gain over last year at this time.

## AVIATOR WINS IN RACE WITH TRAIN

Washington, Aug. 9.—C. Murray Wood, the American aviator, who attempted a non-stop flight from New York to Washington and back, was today reported to have won the race, having completed his destination last night.

Wood was on the race with the train, making the landing at Catonsville at one o'clock, and the train pulled into the station then.

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Messrs. Read, relating to labor matters. Mr. Budden's Voice.



Phone 2332.

Old satin slippers may be successfully dyed. Light shades take the new color best. Blues and greens take splendidly on an old foundation of pink, yellow, light blue or lavender.

It is the latest whim of fashion to wear soft, Winterlike velour in connection with Summerlike shapes, combining in two for Summer hats to be used for motorling, traveling or country wear.

The velour is used with a facing of deep-dark colored or black velour with white, pink, light blue or even black hair. They tend into becoming shapes



# NEW MODELS FOR SUMMER GOWNS

BY  
MAY MANTON

THERE are many interesting features to be found in mid-summer costumes. While the season is not unusually one in which to look for novelties, we develop new ideas from month to month and even from week to week in these days and there is no time when things can be said to be at a standstill. Just now the use of bright color in bits upon a white costume makes an important feature and the various ways in which an open neck can be finished and treated makes a topic of interest. In this picture, no chemise is shown but every woman has a few of the dainty, pretty, fashionable net tucked away in her trunk to be worn when occasion demands. They are so thin and so transparent that they do not mean discomfort even on the warmest day and they render the gown more attractive. Round throats and pretty throats are charming without such additions but we are not all in our first youth and often even the girls have met with undue exposure and find the chemise a faithful friend.

THE costume shown at the extreme left of the picture illustrates a pretty treatment of the all white gown, the material being plain voile while the trimming is ecru embroidery and, in this case, the note of color is found only in the hat. The blouse is one of the new ones with square yoke but it is novel and the square shaping of the neck renders it distinctive. The front edges of the blouse and skirt are finished with cords that are being so much used this season and are charming. The skirt is made in four gores, the front gores forming the panel. Quite another effect can be obtained by using the material for this panel and finishing with hem and tucks.

The little girl's frock is made from one of the pretty checked mercerized cotton materials with trimming of plain white. It shows the long waisted or Balkan suggestion but it is all in one and easy to adjust.

The group at the center is of interest to the younger contingent, although small women will find the costume shown on the older girl desirable for their use. In this case, the suit is made of white sponge and the trimming shows blended colors. Sponge unquestionably is a favorite and a desired one but linen would be pretty made in this way and, if the white costume is not liked, color could be used. Blue linen would be charming with trimming of white or white with tanning of buff would be pretty and fashionable. The long waisted Balkan blouse is as simple as it is smart and the skirt consists of only three pieces, the edges of which are lapped at the front.

It is closed for the entire length at the back, so that it is very easy to laundress. Linens and voiles are pretty for dresses made in this way, also the simpler gingham and the like for morning wear.



Gowns of Plain and Figured Silk

For Mid-Summer Days



SILKS as they are made to-day are so delightfully cool and light of weight that they make ideal summer gowns. This one combines plain with figured foulard and includes so many new features that it is of especial interest. The sleeves are sewed to the blouse on the elongated shoulder line, the fronts are overlapped to give a little chemise effect, there is an open neck finished with an appealing frill and the skirt is the favorite one in two pieces. In this instance, it is made of two materials joined beneath the lower tuck but that treatment is not necessary. If preferred, the sleeves can be made shorter and trimming of lace can be arranged over the bodice as indicated in the small view and the chemise can be made with high neck. Nothing more fashionable than the silk could be found but the design is as good for voile and for the still simpler lawns, batistes and the like, for in these days there is not much difference between the afternoon gown for home wear and the one designed for dinner and occasions of the sort. Materials, trimming and treatment make the necessary difference. While the contrasting sleeves are fashionable, they need not be used if one material is preferred. A charming frock could be made of Dresden cotton voile with the lower portion of the skirt only of pure white and a chemise of tucked muslin. Plain colored voile could be combined with white, too, or a gown made after the manner shown in the small view could be made of white or color throughout. Any fashionable silk could take the place of the foulard.

## FADS AND FANCIES OF FASHION

RACES have been revived in New York and they recently have had the famous international polo matches to bring out well dressed crowds. While we do not run to the extremes of costumes seen at the French races, there is much interesting information to be gathered from the stands and the pictures they present. Perhaps one of the most remarkable effects noted is the apparently heavy materials that are being worn. We have developed the brocade idea and sponge in ways to suggest weight and warmth while in reality the fabrics are thin and light. That they are beautiful in themselves is true beyond a doubt but, worn on a hot summer's day, they give curious results. White is a pronounced favorite. At Meadow Brook were to be seen costumes of white plush-looking material brocade upon a background of the thinnest and lightest voile. While close inspection revealed this light foundation and there was no real weight or warmth, at a short distance, the suggestion was of velvet or some similar material. All the trimming of this blouse is arranged on the lining and the contrast afforded by this blouse is particularly attractive. The idea is one that can be repeated with many variations. For the informal dinner and occasions of the kind, the skirt and blouse could be made of charmeuse satin or crepe with the blouse and frills of chiffon, or net could be used in combination with silk. Any transparent material will give the veiled effect to the blouse and give the veiled effect is desirable but what is desirable is by no means necessary and a pretty effect could be obtained by using crepe de chine for the entire gown with only the bosom in contrast and omitting the lace trimming band. The result would be somewhat similar to this one and equally attractive in a different way.

THE cool days are productive of some charming effects, however, and the neck ruches of tulle that are being generally worn are really fascinating. They afford very beautiful color effects, they make a becoming for most faces and they altogether add immeasurably to the toilette. English women who have a cooler climate to meet than ours are wont to use the long feather boas for such between-seasons need but the maine seems to meet our own demands as nothing else ever has done and it has been developed to such a practical quality that it is a sturdy material in spite of its filmy effect and the combinations of colors often are rivalling. One of the prettiest notions that has reached us from across the sea is the hat and ruche to match as blue over a black gown or buff over a gown of dark blue. Frequently one color of tulle is lined with another before the plaiting is done. At a recent wedding was noted a pale fawn colored ruche lined with yellow, another elephant gray lined with cerise, and such effects are among the prettiest to be seen. For the most part the ruches are full plaitings that stand up well against the back of the head but there are figures to which the flat effects are more becoming and some pretty ones are shown that consist of three single plaitings, one over the other, in collar effect, with a single outstanding plaiting of moderate width as finish for the neck edge, and these plaitings are seen on black and white and various combinations of colors to harmonize with the toilette for which they are designed. A little later paraisols will be in demand. All these accessories will be seen in matching colors and women who are planning for the various resorts will find great opportunity for the embellishment of white gowns and white coats. The touch of color is essential this season. In its latest development, it is not

aggressive, not over bright, but the yellows, blue, and soft greens, to say nothing of other tints, can be used effectively and with exquisite results on a white foundation.

SOME of the newest hats are of moderate size with trimming of brilliantly colored flowers suggestive of the Cubist idea. Whether it is that group of artists representing the Cubist and Futurist whims will take any real hold upon the world of painters, it certainly has had more or less influence in matters of dress and that influence is by no means always an agreeable one. Brilliant, aggressive color is not the pleasantest on a warm day. Women who really understand the art of dress will look cool whether they are or not. All these heavy effects in materials and over-bright colors will give an effect of heat which is distressing to the looker-on whether it is pleasant to the wearer or not. Happily a great deal of yellow is being used and yellow in its softer tones combined with white makes a charming summer combination. Tan and cream are fashionable, too, and they combine with gray to give beautiful results. Some of the newest hats are delightfully light in effect, being made almost entirely of shirred maline with trimming of light and dainty flowers. Unquestionably this season is remarkable in many ways but perhaps in nothing more than the opportunity found in the variety of La Mode has to offer. There is really no necessity for making one's self uncomfortable in fact or uncomfortable in appearance in order to be smart, for fashions are generous if nothing else and exceedingly beautiful costumes are worn by many women who stand for fashion in its latest and most developed form.

THE blouse that is made with short sleeves and open neck is certainly a boon for mid-summer days. This one is dainty and attractive and is worn with one of the new skirts overlapped at the front and back. As shown here, the blouse is made of cotton crepe with trimming of ecru embroidery edged with color and with little fancy stitches joining the color to the white. The skirt is made of linen but skirts of this kind can be made of any material heavy enough to be suited to the tailored finish and the blouse has many possibilities. Treated in this way, it is designed for mid-summer and for home wear but, with just a few changes, it can be completely transformed. If the neck is made high and the sleeves long in regulation shirt waist style, a tailored waist results. While at first thought, the two are quite unlike, the same foundation answers for both. Waists of the tailored sort are always desirable for traveling and general wear and this season washable silk is extensively used as well as linen and cotton fabrics. For the blouse with short sleeves and open neck, any pretty, dainty fabric will be appropriate and will be found just as satisfactory with a skirt to match, making a gown, as it is with the old skirt. The skirt is made in four pieces and can be finished at either the high or the natural waist line.

For the blouse will be needed 3½ yards of material 27, 2½ yards 36 or 1½ yards 44 inches wide, with ½ yard 18 for the collar and cuffs; for the skirt 4½ yards 27, 2½ yards 36 or 44 for linen or other material without up and down, 5 yards 27 or 36 or 3½ yards 44 inches wide. There is figure or nap. The width of the skirt at the lower edge is 2 yards.











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# TABLOID MUSICAL SHOW AT EMPIRE

"The Little Parisienne" a Dainty Offering Presented by Jesse L. Lasky

Fair week theatre-goers will be given a pleasant surprise at the Empire theatre the first half of next week, when Orpheum vaudeville manager W. D. Bugee offers "The Little Parisienne," a tabloid musical show presented by Jesse L. Lasky, and with charming Valerie Serice in the title part, as the headline attraction of an excellent bill. There is a large and attractive assisting company as well, and the staging and costumes are particularly fine. The show is written by William Le Baron and Geel De Milo, and the two composers were Donna Taylor and Robert Hood Brown—an array of talent that should surely spell success with capital letters.

They, and Lasky, call themselves character parodists, and this is just what they are, although the designation does not give a fair idea of the scope of their talents. They are two vaudeville performers, and they are fond of caricatures, and the fables of the day, no less than the most important in mild burlesque, certain conspicuous features in the modern world.

A highly interesting and altogether unique performance is that in which Wallace Clarke, a feature of the show, is remembered for his fine characterization of "Scrooge" in the Dickens adaptation which appeared over the Orpheum circuit last year. His present sketch is called "The Devil's Made in Heaven" and is contrived by Stanley Cooke for the Orpheum, London, where it has just enjoyed a long run. The tale is of a young man driven to the point of suicide. The Devil comes to him and the two bargain for a soul of flesh to be played, with the young man's life as a stage. Then comes the curious effect of the production—by strange electrical devices the audience is shown every move in an exceedingly intricate chess position, and there is a thrilling finish.

Delmore and Leitch will entertain in a clever musical act, consisting of singing and piano playing, all up-to-date fashion, and with a proper vein of comedy running throughout the performance.

The Great Vowel, assisted by Mlle. Carlotta, comes directly from the Palace theatre, London, with a novelty juggling act. Indeed, it is difficult to say whether juggling or comedy is really the main feature of a highly entertaining and exceedingly well staged turn.

Ethel McDonough is a very attractive, good-looking young woman with a fine voice, and she knows just how to use it so that the best effect shall be secured. Her songs are popular and chosen with real discretion.

For rapid-fire work the Juggling Millers have few equals on the stage. Their juggling is really extraordinary, and they have managed to infuse legitimate comedy and genuine novelty into the turn.

Doing duty as a guide to current history, the motion pictures will round out a bill that abounds in novelties and turns that are pleasing from start to finish.

There are comparatively few players of sufficient versatility to attempt the presentation of a protean playlet. Of the few, however, Miss Charlotte Parry is the only actress who has successfully done this kind of work, her success reaching such a pinnacle that her name is mentioned in the same breath with Robert and De Fosse. Miss Parry plays seven different characters in her remarkable little bill entitled "Into the Light," which comes to the Empire theatre August 18 as the headline attraction of the Orpheum vaudeville bill.

## ETHEL McDONOUGH.



The Songstress on the Orpheum vaudeville bill at the Empire theatre the first three days of Exhibition Week.



## California Should Be Scene of Great Drama

Noted Playwright Says Southern Indian Legends Like Greek Stories

ARE WONDERFULLY POETIC AND FIT OPERATIC THEMES

Ancient Life, Mission Padres, Gold Rush, All Offer Rich Field for Writer, Poet and Composer—West Coast Aborigines Had Large Natural Symbolism.

Mary Austin, author of "Fire," and "The Arrow Maker," in which the beautiful "Edith Wynne Mathews" appeared, is steadfastly of the opinion that California offers material for a big racial drama that will be the greatest since the world began. "The legendary period of the aborigines of the west coast," she says, "offers the richest field of its kind in the world today. It is no exaggeration to say that 'No man has to remember,' she said, 'that the best drama the world has known began with the attempt of the Indians to express in terms of human powers the struggle of the vast, invisible powers that established the earth and seemed to rule in the affairs of men. It is incredible to me, however, that poets and playwrights should keep on going back to that old material when we have here at hand in our native land the things quite as beautiful and much more complete to express life as it is lived in the open West.'"

The early California Indians were not as warlike as the Greeks, but their concepts of nature were similar. Take the story of the Titans throwing the rocks onto in their great wars; that is even more perfectly duplicated in the Indian story of the battle between the North and West winds over a West wind's wooed away from the North."

It was suggested that the popular conception of the native Indian allowed him but little poetry in his make-up. "He was essentially poetic; his life

was not unlike that of the people of the Old Testament. The Indian had few exact terms and expresses himself by analogy. He will tell you to meet him at the 'moon hour,' meaning about 7 in the evening, for which he has no other term. When he speaks of the 'moon of tender leaves,' he is not trying to be poetic, but merely to tell the time of year. I know of no folk story more spiritually poetic than that of Hono, who changed himself into the plover pine in order to feed his people, and the Pute legend of the origin of the sun, to my mind, the Greek tale of Prometheus with valiant looting at his liver."

"Then we have the aboriginal period previous to the coming of the whites. To many a play based upon tribal customs and religious ideas of that period would mean a drama of action. This is a mistake. The Western Indian was indolent, unambitious, given to dreams and visions. A drama of this time would be largely poetic."

"It is strange to me that so far we have missed the opportunity of a grand background which is afforded by Indian life, especially by the tendency of the Indian to break into dance and song in his emotional moments. I have used this a little in 'The Arrow Maker,' and I am sure it will be rendered effectively by the imaginative New York production."

## ECHOES FROM THE GREAT WHITE WAY

David Belasco has just returned from a trip to Europe. His views on the theatrical situation, aired in one of the dailies of Gotham, have been taken far and wide. The great playwright and producer says, in part:

"I admit that I am a broad materialist, and hold my ears as close to the ground as possible. I found the report untrue that there was a dearth of good plays in England, but I have many good plays as any other country. They do not come as fast as they used to. There have been changes in public taste in England. The people are tiring of the 'loose' play. They want something more solid. The French drama is more elevating and refined and more moral than it has been, and seems to be still improving. The French are tiring of the 'triangle drama' so called because it involves a man with two husbands or a man with two wives. They are changing plots in Paris. I found the impressionist school active in Berlin. The plot in this form of drama has nothing for a background, a little gross and a few bearing a mean. The Germans are getting weary of that. I shall not follow any of these new ideas or strange ideas. I shall not inaugurate a new style, although some time I may write an impressionist play just for a rest. I shall continue to go among the people for my plays. I shall mingle with the poor, the lowly, the suffering of humanity, and I shall visit the hospitals, the prisons, the byways, the alleys, and the slums. The gospel of God's sunshine is my religion, and my goal I want to live close to it. That always has been my ideal."

"The Will"—one of the plays by Sir James Barrie, when Claude Rains, man brought from England lately—is, in form, a new angle on the old act of playwriting. The playlet runs in hour and a half. It is three acts in one. The curtain is lowered three times to mark the ends of as many acts as between the opening lines and the last of the traditional three-act drama and ten of human existence passes. There are only three characters in "The Will," and Blanche Bates will have the stellar role.

Euene Waller, who that plays of today must be stories of life rather than of romance, and must treat of material rather than of social morals. He claims that the sex problem is rapidly dropping out as a basis of modern drama. The greatest question before the public today is the intricate co-ordination of all sex and economic questions. He claims that the system of government and industrial advancement of recent years has so vitally affected the inter-relations of male and

BILLY S. CLIFFORD

Tragedy of a Bathing Suit That Was a Poem

48 PEOPLE ARE ON PATENTES BILL.

Forty-nine vaudevillians will be in the Edmonton next week and all will be seen at the Pantages theatre. In one act there are 20 people alone and the same number in another. These two are the headlines for the week. The four Max Brothers are coming to the Pantages next week and will present an act filled with musical comedy and which is entitled "Hill School." Then there is Minnie Palmer who will be seen in a stupendous production of 20 people in a side-splitting farce, comedy entitled "Mr. Green's Reception." Eddie Howard, that crazy tumbling clown, is another attraction. Grieve and Green are filled with music, Brian Brothers are two very clever novelty acts.

BILLY S. CLIFFORD

In "Believe Me," Empire Theatre, August 16, 15 and 16

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Goldsmith and Hoppe, whose work is made one of the biggest hits ever registered since the Orpheum circuit has included Edmonton in its list of stands, are doing just as well on a tour of the English provinces.

Envied by Every Woman Fair Wearer Plunges into the Surf

THEN SOMETHING AWFUL HAPPENED

Pretty Miss Minnie Palmer Appearing in "Mr. Green's Reception" at Pantages Had Unpleasant Experience—The Barrel Costume Up-to-Date.

Without the slightest pretension of evil, and sard in a dream of a bathing suit that cost somewhere in the neighborhood of three figures, Minnie Palmer appearing in "Mr. Green's Reception" at the Pantages all next week, strolled seaward at Long Beach. He is a devoted gentleman of the cloth. Two acts of the farce are devoted to attempting to delineate Tweddle from Shaver, the one a pious clergyman and the other a shabby, bred cunder. The audience is left in doubt as to which is which. Two special Exhibition week matinees will be played at the Lyceum.

distance at long range the approaching life savers kept right on, while all this time Miss Palmer, much to their annoyance, stayed above the surface, though the report that she was drowning reached shore. "What is the matter—cramps?" asked the first man to her side. "No, it isn't that. Oh, it's terrible," she cried. "Caught a lobster?" queried a second. "N-no—no—but, it's terrible, I tell you." "Well for heaven's sake what is it?" Pulling a man who looked as though he had a kind heart toward her she whispered huskily, "My bathing suit further out than most of the bathers and soon appeared only a dark spot. She was having a perfectly lovely swim, untroubled as the proverbial clown, when rip, something happened, and it happened so suddenly that it required some seconds to discover what it was. When the discovery was made, however, Miss Palmer followed her native womanly instinct and emitted one long, loud shriek for help. Unfortunately this was the worst thing she could have done, for it attracted all eyes to her direction, and all that dared venture beyond the ropes had to swim to her aid. "Don't come! Don't come! Help help!" she cried above the bounding billows, but being unable to offer as-

## SCENE FROM "MY FRIEND FROM INDIA" AT LYCEUM ALL NEXT WEEK

Lyceum—"My Friend From India," Revues Underhill, Frank Brown, Charles Underhill, James Byrd, A. Ken Shaver, William Yule, Tom Valentine, Carroll Ashburn, Rev. James Tweddle, Barrow Le Deau, Jenkins, E. C. Edwards, Bill Flannery, Minor Red, Marion Hasty, Hazel Stoen, Mrs. Beckman-Street, Marie Davidson, Gertrude Underhill, Grace Aylosworth, Title, "My Friend From India," will be the laugh-provoker offered at the Lyceum theatre next week for the diversion of fair visitors and others. Involving mistaken identities by the score, this amusing farce has brought to many thousands of theatre-goers in the 10 or more years it has been offered to the American public. A Ken Shaver, a barber by profession and a rouser by choice, accompanied to his home one night Gertrude Underhill, the son of Ernest Underhill, a social climber, whose millions have failed to secure the "400" class, pass-word to enter the "400" class. Both Shaver and Underhill Jr. are well known to the audience of the Lyceum theatre just when they enter the Lyceum hotel dome in the small hours of the morning. The breakfast bell brings explanations from Shaver Underhill, who introduces Shaver as a theosophist from India. Thinking that the latter artist is some new variety of freak, the Underhills take the artist and their family, who believe that his fresh arrival will make him the talk of the metropolis, and will form one of the runes of the ladder by which they will climb to social prominence. In the Underhill home at the time of the arrival of the supposed Oriental mystic and theosophist is Rev. James Tweddle, a devoted gentleman of the cloth. Two acts of the farce are devoted to attempting to delineate Tweddle from Shaver, the one a pious clergyman and the other a shabby, bred cunder. The audience is left in doubt as to which is which. Two special Exhibition week matinees will be played at the Lyceum.

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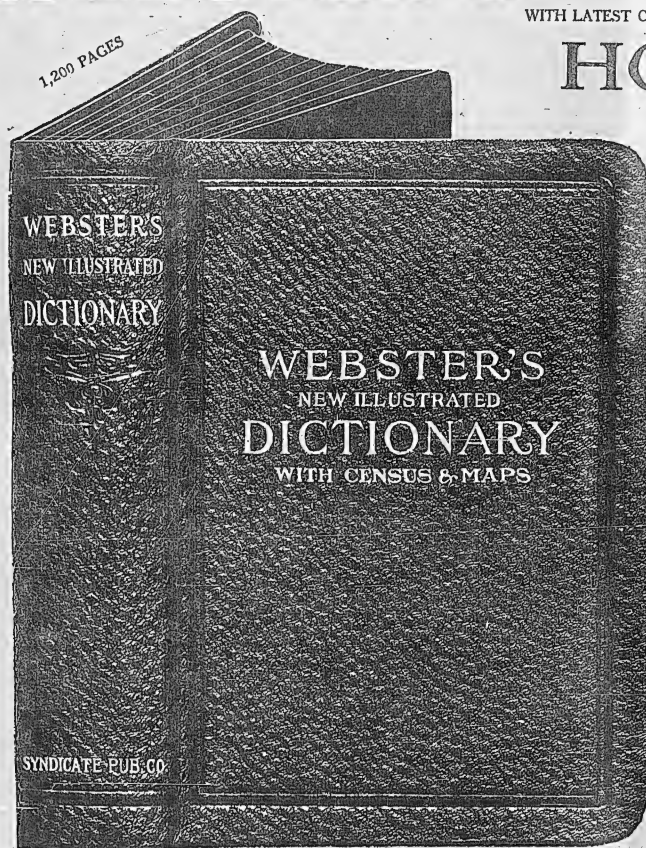
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### NEW WORDS

which have been incorporated into our language only yesterday, as it were. For instance: Aviator, Biplane, Brainstorm, Cordite, Okapi, Carbuter, Dictograph, Hookworm, Krypton, Lettergram, Nickelodeon, Oslerize, Stovalne, Taxicab, Zemule, Hangar, Equilibrator, etc.

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# Webster's New Illustrated Dictionary With Latest Census











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Tickets on sale, August 8th to 12th  
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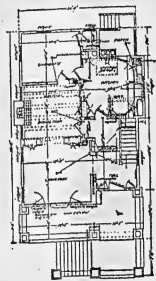
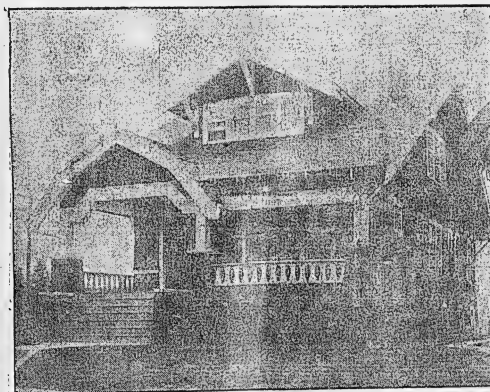
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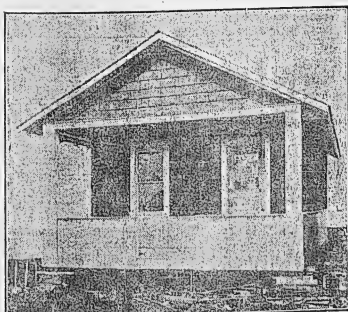
We can supply you with cottages, same as this one, with from 3 to 6 rooms, within a few days from receipt of order. These buildings are well put together, plastered, painted and finished complete and will be cozy and comfortable in the winter.

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Call and we will show you plans of a number already completed.

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For the round trip **\$23.80**

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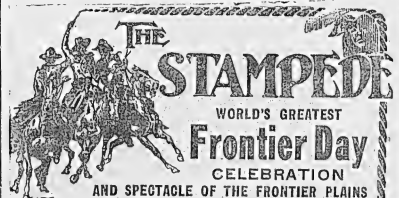
sail from Fort William at 2 p.m. on  
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## SINGLE FARE

FOR Return Trip from Edmonton and All  
Stations in Alberta

Tickets on Sale August 8 to 12.

Return Limit August 20, 1913.

via Canadian Northern Railway  
"THE WINNIPEG EXPRESS"

Leaves Edmonton at 8:55 p.m. daily, with electric lighted sleep-  
ing cars, reading lamps in upper and lower berths, rotating fans  
cool the cars, dental lavatories and patent clothes wardrobes.  
Most modern coaches and dining car, serving meals, "C.N.R.  
Quality Service."



Take the C.N.R., arrive in Winnipeg in morning,  
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the same night.

Let us send our expert representative to  
talk it over with you.

City Ticket Office: 43-45 Jasper Ave., E.  
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# CENTRAL ALBERTA DEVELOPMENT CAMPAIGN

THE EDMONTON DAILY CAPITAL fully appreciating that the continued increase in the prosperity of Edmonton and every other city and town in CENTRAL ALBERTA depends upon the agricultural development of the province, is instituting a VIGOROUS CAMPAIGN for the development of the agricultural and other resources, and industries of CENTRAL ALBERTA. "DEVELOP CENTRAL ALBERTA" is the slogan. In a series of special issues appearing weekly THE EDMONTON DAILY CAPITAL will present to the public the superior advantages, opportunities and possibilities in agricultural pursuits and business activities to be found in CENTRAL ALBERTA. Today's issue deals with the thriving and picturesque town of St. Albert and its district.

## ST. ALBERT SECTION

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# EDMONTON DAILY CAPITAL

VOL. IV.

EDMONTON, SATURDAY, AUGUST 9, 1913.

No. 190.

## IDEAL LOCATION FOR SUBURBAN RESIDENCES

### BEAUTIFUL HOMES WILL RISE UP ON STURGEON

Many Summer Cottages to be Found There at This Time

HOMES FOR WORKING CLASSES ARE PROVIDED

Albert Gets Good Lead That Cannot be Overcome in the Future by Any Competing Suburbs.

In St. Albert, Edmonton cannot be classed as a city of suburban homes. The fact that it has been so busy becoming a city to devote any time to looking its environs. Men have been so busy engaged in making dollars that they have not had time to plan to turn to other things in the future, after all, are worth while.

It is with all young and very rapidly increasing municipalities. The men are growing men, they have been so busy with their respective pursuits that they have not had time to plan to turn to other things in the future, after all, are worth while.

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does not seek suburbs he occupies sturdy flats and apartments. The territory adjacent to St. Albert and what is today looked upon as the St. Albert locality, promises to be the mecca for this class of people. There the pretty vine clad bungalows surrounded by gardens and lawns are certain to make their appearance in numbers. Such is inevitably the case with big cities. The fact that the first suburban line goes to St. Albert means that St. Albert will become the first suburb of Edmonton.

When the second suburban line radiates from Edmonton is a question. It will be a few years away, and during that time St. Albert will undoubtedly have taken such a lead that it will not be caught by any rival suburb of the future.

### EVERYBODY HAS PLEASURE BOAT

St. Albert Population is Unusually Blessed When it Comes to Canoeing

Boating is one of the chief pleasures to be enjoyed at St. Albert. Nearly all the residents of St. Albert own canoes, and during long summer evenings the pretty stream is dotted with young and old canoeing about up and down the stream.

Big Lake is but a short walk from the heart of the city, and here is even more boating. Canoeing is safe and pleasurable for many miles on this lake. Fishing is popular at the lake. There are clubs which maintain quarters there and spend the week-end fishing in the lake. Excellent catches are made without any trouble.

### ST. ALBERT IS A PROGRESSIVE TOWN

As a town St. Albert has been progressive in the past years of its existence. For sidewalks the town is not ahead by any means, there being approximately 30 miles of walks within the corporate limits of the city. The streets have been graded and are kept in good state of preservation.

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### THE TOWN OF ST. ALBERT LOCATED AT AN ADVANTAGE

Nestled on the Banks of the Sturgeon in the Right Spot.

IDEALLY SITUATED FOR OUT-DOOR RECREATION

In the Midst of Agricultural Community That Ranks First Throughout the Entire Province of Alberta—There is None Better.

Nestled closely on either bank of the Sturgeon river, a short eight miles from the business centre of the city of Edmonton is the town of St. Albert, a municipality noted for its beautiful setting, congenial environment, and possibilities that can scarcely be computed. The Sturgeon river does not pretend to be any Athabasca, Peace or McKenzie, not even a Saskatchewan. It is a quiet little stream of fresh and ever flowing water, gentle and inviting. The distance between the city limits of Edmonton and the town limits of St. Albert is, as a matter of fact, but a few miles. Something like three miles in all the distance in a direct line between the city and the town limits. Hence, it is very easy to conceive, of the two municipalities being merged by the actual settlement of the intervening space if not actually joined as to form of government. That the river runs where the town will join hands with and become a part of the town is predicted even at this day by men who deal in real estate and make a study of the growth and development of municipalities. That Edmonton is, and has been, headed that way for some time is a fact.

A good steel bridge spans the Sturgeon river at St. Albert, giving transportation to vehicles and pedestrians. The Canadian Northern has a high level bridge across the river further up the stream.

While the Canadian Northern is the only means of railroad access to St. Albert at the present time, the town is destined to have more roads. The Edmonton, Dunsmuir and British Columbia line runs in close proximity to the town while the "interurban" makes St. Albert its objective point. With the completion of the "interurban" St. Albert will be brought to within 15 minutes of Edmonton. This schedule is planned by the people building the line. Eventually this road will be electrified and the same character policy cars that operate throughout the city of Edmonton will find a terminal at St. Albert.

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### Athletics Are Always Popular

Games and Contests are Ever Witnessed by Large Crowds of Fans.

St. Albert boasts of its tennis clubs, its baseball teams, and never takes a back seat in athletics. The young men are awake and energetic. During the summer months scarcely a week passes without some kind of athletic contest being played at the picturesque town. The population of St. Albert gives good support to athletics. Several hundred baseball fans are to be seen at each of the baseball games and at other athletic contests.

required athletes to go from the north to the south side by utilizing the street railway system. This is because there are no stops made by the train, once the locomotive gets under headway.

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### FOUNDED BY MISSIONARIES JUST FIFTY-FOUR YEARS AGO

First Seeds of Civilization Planted by Rev. Father Lacombe

EARLY DAYS WERE TRYING ONES INDEED

History of Place Merely Chronicles the Trials and Hardships of Early Church Workers in the West.

The St. Albert News some months ago printed a very excellent brief review of the founding of the pretty town on the Sturgeon river. Extracts from this editor's pen are given here as follows:

(St. Albert News) In the year 1859—over half a century ago—we see that the country which we now inhabit and which is spoken of the world over, one might say, as the famous Sunny Alberta—was densely wooded and overrun with herds of wild animals and tribes of Indians of possibly as wild a nature.

It was to this uninviting and distant domain that a cultivated and refined man, a superior of a religious community in Montreal asked of his co-workers who among them would care to devote their lives in evangelization of a people whose savage nature made life among them unsafe. Her appeal did not go unnoticed for she found many who would gladly give for a martyr's crown. She chose however, but three, Reverend Sister Emery, Reverend Sister Alphonse and Reverend Sister Laury.

Traveling missionaries were only slightly known in the country, and the need of women co-workers was felt to be of such a necessity that calls on behalf of them were being made in the older settled provinces and not without good results as has been proved.

Thus on the 24th of September, 1859, we find three reverend sisters of the community known as the Grey Nuns or Sisters of Charity, arrived at Lac Ste. Anne, a post about forty-two miles west of here. This mission post had been founded fifteen years before. It was in 1844, by the Reverend Fr. Demas and was about the only goal to which travelers could go from Montreal to this post had been

made by boat to St. Paul, Minnesota, thence overland to here, which required in that year but fifty-one days from Fort Gary to St. Paul, and thence to Winnipeg. Here it was that the little band found themselves with all their earthly belongings, launched on an expedition which meant to them life's work. Strangers in a strange land and alone in the vastness of the West, they found themselves in the midst of a people whose language was a mystery to them, and whose customs were so different from their own that they felt themselves to be in a new world.

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## Canoe Club to Have Quarters on Sturgeon River at St. Albert

Organization Formed to Take  
Advantage of Nature's Gifts  
on the Sturgeon.

HAS MEMBERSHIP OF  
SEVERAL HUNDRED

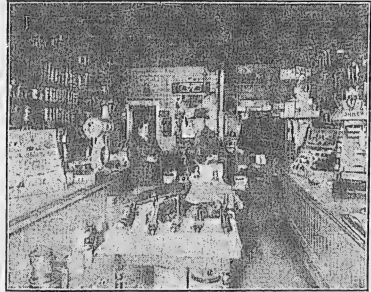
Edmonton Canoe Club is the  
Name—Blue and White  
Club Colors, Triangular  
Pennant the Club Flag.

If there should be any doubting  
Thousands who would for a moment  
question the position taken by those  
who see a very bright future for the  
town of St. Albert through the ad-  
vance of the Interurban railway, let  
each individual take notice that right  
now before the rolling stock has ar-  
rived for the rapid transit line, there  
has been formed a big organization of  
outdoor sportsmen which will make  
money at St. Albert.

With an open membership of 250  
young men—and years do not neces-  
sarily determine the age of an in-  
dividual—there has been formed in  
the city of Edmonton what is to be  
known as the Edmonton Canoe Club.  
On Wednesday evening of this week,  
an enthusiastic meeting of this Ed-  
monton Canoe Club was held when re-  
ports were heard, club colors adopt-  
ed, a club flag decided upon and other  
business transacted.

**To Promote Aquatic Sports**  
The purpose of the Edmonton  
Canoe Club is to promote all aquatic  
sports. Boating will be the chief  
pastime of the club. Canoeing will  
be indulged in throughout the sum-  
mer months. There are a number of  
canoe enthusiasts in the city of Ed-  
monton and the membership roll of this  
organization is filling up very rapidly.  
**Will Erect Clubhouse**  
The club will erect an appropriate  
club house on the banks of the Stur-

INTERIOR VIEW OF STORE.



There are no empty shelves in the stores of the town of St. Albert and the stocks are kept up to the minute from every point of view.

geon at some desirable site. Early  
this week a delegation of club mem-  
bers headed by H. Trickey, sales-  
manager of Revillon Brothers, appeared  
before the town council of St. Albert  
relative to a site for the erection of  
their club house. The St. Albert town  
council offered the club a site right in  
the heart of the business district and  
at the end of the Interurban line.

It is understood that subsequently  
private parties offered the club a  
club house site gratis at a location  
outside the town limits. Very short-  
ly the club site will be decided upon.  
The club house will be a two-story  
affair; the first or ground floor will  
be the club rooms. Here will be a  
dining room, a kitchen, dining room,  
etc., besides lockers for members.

The club colors decided upon at the  
meeting on Wednesday evening, are  
blue and white. The club flag will be  
a triangular pennant, a blue field with  
the letters "E.C.C." in white letters.  
Joseph Bruley, alderman and all  
around outdoor sports promoter, is  
president of the club. H. Trickey, of  
Revillon's veteran vandals, is vice-  
president, while W. C. Loveman is  
secretary-treasurer.

### Rogatta this Fall

The Edmonton Canoe club will hold a  
rogatta this fall. There will be various  
and sundry boat races for which most  
desirable prizes will be hung up. Al-  
ready three cups have been donated  
to the club as trophies for which to  
compete.

The Edmonton Canoe club is one of  
the first practical demonstrations of  
what the Edmonton Interurban line is  
doing for the town of St. Albert. Long  
before the line has gotten down to  
regular schedule and operation, it is  
expected that other clubs and organiza-  
tions will be formed to take advantage  
of the natural advantages provided  
here.

## THE St. ALBERT STAR

Every Wednesday

ALL THE NEWS IN  
FRENCH AND  
ENGLISH

\$1.00 per year

J. P. Lafranchise  
Editor and Prop.

## The Modern Store

Fruits, Groceries, Boots & Shoes, Clothing,  
Gent's Furnishings and Smallwares.

Telephone 28

Orders received by telephone given  
special attention.

Our Motto: "A Dollars worth for a Dollar"

J. O. M. Legault, Prop.  
ST. ALBERT, ALTA.

## St. Albert Hotel

Thoroughly equipped  
with every Modern  
Convenience.

Hot and Cold Water.

Steam Heat. Bathroom.

Rates: \$1.50 to \$2.00  
a day

N. ASSELIN, Proprietor

Cor. Piron and St. Anne Sts. St. Albert

## GREAT INTEREST IN REALTY CIRCLES

Considerable Activity is Antici-  
pated With the Beginning  
of Operation of Interurban.

The building of the Edmonton Inter-  
urban railway is looked upon with a  
great deal of gratification by those in-  
dividuals who are possessed of real  
estate in the St. Albert vicinity and  
between the Edmonton business centre

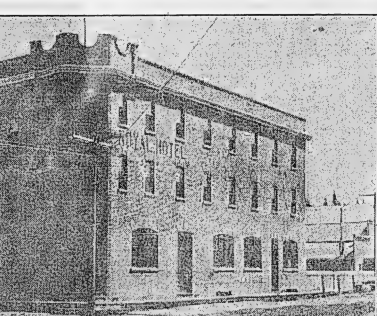
## Founded By Missionaries Just Fifty-Four Years Ago

(Continued From Page 1.)

This they were obliged to continue  
doing as the famine lasted for two  
years while the needs of the mission  
were constantly on the increase. The  
increasing number of hunters, which  
gathered about the mission post had a  
tendency to drive away the game which  
hitherto had been so plentiful. The  
famine led to no other resource but  
subsistence. The crop of 15 bushels  
of seed potatoes which was intended  
as the mainstay of the mission yield-  
ed but 20 bushels, yet in spite of this  
fact, we read the following quotation  
from the annals kept by the superiors  
at the time: "Though we have

Albert, the same being about the first  
sown in this part of the province.  
Catholic missionaries came to St.  
Albert 54 years ago for the purpose  
of bringing knowledge of eternal life  
to the aboriginal population, and  
learning that would enable him to en-  
joy some of the comforts of civiliza-  
tion. To be exact, it was 54 years  
ago that these self-sacrificing and  
conscientious men stopped upon the  
farther bank of the Sturgeon river and  
with bare hands, standing beneath  
the canopy of heaven, surrounded by  
the wildest wilderness, declared unto  
themselves and their Maker that this  
spot should be the vineyard in which  
his laborers should work. When the  
ground had been so consecrated to

## ROYAL HOTEL, ST. ALBERT



For hostleries the town of St. Albert is unsurpassed by any municipality twice its size in the province. All the  
comforts to be obtained in the city hotel may be had at the Royal Hotel at St. Albert.

and the town limits of the pretty  
suburb. The construction of this road  
promises to make much money for  
those who are so fortunate as to pos-  
sess such lands or lots, or may acquire  
such before the full enhancement has  
taken place.

Between Calder and St. Albert there  
is a stretch of country that is fair to  
look upon indeed, and it takes no ex-  
tensive imagination for one to picture in  
his mind's eye what this development  
will be within a few short years from  
the present date. There are many  
resorts that are at this time ready to be  
created into ideal suburban residences  
and grounds. Nature has done her  
work during years of the past, and  
there remains but a few touches here  
and there by the hand of man. There  
is also considerable territory which  
will come into very quick demand for  
market gardening purposes. And  
there are available properties which  
will make ideal business homes where  
the occupant may make his own regu-  
lar, on his own own, and reduce  
the cost of living by production upon  
his own grounds. The city is grow-  
ing to the northwest so fast that it  
promises to be but a comparatively  
short time before this same territory,  
which seems a bit far to be considered  
in connection with closer city property,  
will be dotted with residences, inter-  
saced with streets and lanes and sur-  
rounded with utilities even. These same  
conditions are being noted at this time  
by shrewd real investors and specu-  
lators as well. They see a mighty  
promising future in that none too large  
territory.

The result of this is that there is  
some considerable interest developed in  
this section, and no small amount of  
property has changed hands. There  
are a number of tracts which have  
been subdivided, and scarcely a lot can  
be purchased in them now. There  
are a number of firms which have  
handled northwest properties who have  
been cleared out of all they cared to  
dispose of at this time.

Yet there is quite a variety of prop-  
erty along the Interurban between  
Edmonton and St. Albert and at the  
Sturgeon river, and leading really firms  
are offering properties for sale. There  
is so to be let and also in blocks.  
Some acreage properties can also be  
obtained in small tracts.

nothing, yet we do not want for any-  
thing.

In the face of all this the little  
mission had grown to the point of ex-  
tension. The first move in this direc-  
tion was taken in 1871 when Sister  
Lamy left in company with two ac-  
companying missionaries, and found a  
mission at Lac la Pêche, a post 150  
miles distant northwest. St. Al-  
bert's little band was reinforced by the  
arrival of Reverend Sr. Lussier, of  
Montreal, whose knowledge of medi-  
cine and nursing made her indispensa-  
ble to the growing community where  
doctors were almost unknown.

The year 1872 saw a bumper crop  
well preserved, which to them meant  
life and extension. One may imagine  
the joy felt when the goal was in  
sight, for with favorable crops and the  
kindly reception accorded them among  
the Indians, the prospects of growing  
and extending their scope became as-  
sured. To plan for the future was  
now possible and we read of the first  
permanent addition to their assets in  
the form of a four-year-old Cree girl,  
who, just when about to become the  
prey of hungry tribesmen, was saved  
by the intervention of the Bishop, who  
brought her to the mission. No other  
home was ever known to this child who  
saw into womanhood and settled in  
this vicinity, but no estimate can be  
placed on the influence wielded by  
these circumstances, upon the lives of  
the savages with such environment.

What with the advent of a few ad-  
venturers and travellers into and  
through these inhospitable uncharted  
regions, the temperance and disposi-  
tion of the natives became softened  
which tended to alleviate in a great  
measure the hardships of the pioneer  
missionaries, made all the harder  
through the suspicion and distrust  
with which the native element regard-  
ed newcomers into their territory. The  
post was now in 1873 recognized as a  
permanent stronghold which would in  
time become a centre of distribution  
and missionary activity. These beliefs  
were amply justified in the develop-  
ment of successful enterprises which  
have not the space to relate in this  
issue, but at some later date will at-  
tempt to continue.

More than half a century ago the  
seeds of civilization were planted at St.

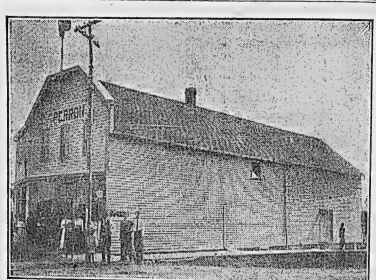
the cause of Jehovah, these priests  
began immediately to bring about a  
realization of their prayer and their  
purpose.

It was Rev. Father Lacombe, most  
prominent and beloved figure in the  
history of western Canada, and Bishop  
Fleury, of St. Boniface, who planned  
the first seeds of Christian civilization  
here. Some log buildings were  
erected, and the nucleus of the church  
work and church life was implanted.

The three sisters who blazed the  
way into this district, who were the  
first school teachers, were Sister  
Emery, Sister Alphonsine, and Sister  
Lamy. The work they started is con-  
tinued today. The humble beginning  
of over 50 years ago has grown into a  
big institution where scores of Indian  
children are daily taught the learning  
of the white man.

He who stands before the buildings  
of the Catholic mission today can  
scarcely conceive of the magnitude of  
the work which has been performed  
of itself.

## ST. ALBERT BUSINESS HOUSE.



The stores in St. Albert carry large stocks of goods of wide selections  
and enjoy an extensive trade supplying a large territory.

## St. Albert's Leading General Store

Wholesale and Retail  
Dealers in Groceries, Dry Goods, Boots and Shoes,  
Furniture, Flour and Feed.  
Sole agents for Coppley Noyes and Randall Clothing  
and Anchor Brand Flour

J. W. Lachambre & Son  
Proprietors

## The House of Quality

THE BUSY PLACE  
Dealers in: Dry Goods, Boots and Shoes, Paint,  
Groceries, Seed, Fruits, Crockery, Furniture,  
Hardware, etc.

We pay highest prices for Farm Products  
Big Reductions on All Lines For a Few Weeks.  
OUR MOTTO: Best goods at lowest prices.

Fleury Perron  
General Merchant, Wholesale and Retail: St. Albert, Alta.

upon those holy grounds. And the  
trials and sacrifices made, hardships  
endured, dangers encountered are sel-  
dom, if ever, chattered. They pass  
on with the brave spirits that endured  
them.

There is at the school today one  
sister who has labored at this mission  
for 39 long years. She is a veritable  
pioneer of the locality. This is Sister  
Shette. Sister M. Desanges has been  
labouring at this school for the past 29  
years. When Sister Shette came to  
St. Albert she traveled from St. Paul  
to Winnipeg, then to St. Albert. An  
ox cart was the means of conveyance  
employed to make this journey, and  
several months were required. When  
Sister M. Desanges came 10 years later  
she traveled by modern conveyances,  
for there was a railroad to Calgary.  
And from Calgary to Edmonton and to  
St. Albert she rode in a real wagon  
behind nice horses. That was no  
hardship, she considered; to ride in a  
wagon drawn by nice horses made a  
trip. Only a few days were re-  
quired to come from Calgary.

Teaching the Indian is not the only  
work done by the nuns. They  
conduct orphanages, also conduct a  
convent. Their work of present and  
past is most interesting indeed, and  
is so closely coupled with the town of  
St. Albert that a review of the town at  
this time cannot be considered com-  
plete without touching upon this sub-  
ject. But such makes a distinct story  
of itself.

## Read

"The St. Albert News"

To keep up to the times

Advertise In

"The St. Albert News"

To get Good Results

Published Weekly

Subscription Price

\$1.00 a year

St. Albert, Alta.

## TOWN POSSESSES BEAUTIFUL PARK

One of the Most Popular Plepic  
Grounds in Country to be  
Found Here

St. Albert is not without its park.  
The town has acquired a number of  
the most desirable acres for park pur-  
poses, and right in the heart of the  
municipality. The park is just across  
the river from the main business cen-  
tre, located on a wooden ledge run-  
ning down to the Sturgeon. Here is  
provided a race course for foot races  
and other sports are provided for.  
This park is one of the most popu-  
lar picnic grounds in this part of the  
province. This month a picnic will be  
held there by Canadian Northern em-  
ployees with no less than 1,200 people  
will be in attendance.

CAUTIONS

Jeweler—Shall I mark the ring  
"From George to Grace"?  
Bastard Young Man—No; I guess  
you had better make it "From G. to  
O." You see, Gentlemen is the name  
of my second choice.



# INTERURBAN RAILWAY LINE

## First Suburban Rapid Transit Line to St. Albert Nearing Completion

### MANY ADVANTAGES OPENED BY INTERURBAN RAILWAY

Suburban Homes Made Possible, Cottages for the Working Classes Provided and a Great Impetus Given to Market Gardening

Thanks to the enterprise of the Edmonton Interurban railway company, the Alberta capital will very shortly mark the beginning of a new epoch in its history. A new era in municipal development is approaching, precipitated at this time by the advent of the city's first interurban railway. Where is there any real city without its interurban lines? As a matter of fact, a municipality hardly takes its place among the commercial centres of the continent until it has reached the stage where rapid transit trains glide in and out of its portals each hour of the day and most hours of the night. When a city has grown to a certain size, the interurban epoch approaches. During this period the development of the municipality and tributary territory is very rapid. Edmonton is today entering into the interurban or suburban era.

That big men of big financial affairs have long since become fully convinced to expect a rapid growth of Edmonton into a metropolitan commercial centre with several times the population as is to be found today, is evidenced by the very fact that hundreds of thousands of dollars are being invested in this first interurban railway. Such lines are built to radiate from large cities only. That their judgment in this matter is unassailable is clearly shown by the increase in population during the past 12 months, or since the first work was done upon this new railway.

**Benefits are Double-Edged**  
What will be the benefits derived by the community by the construction of the Edmonton Interurban railway? Its effects will undoubtedly be so far-reaching that they cannot be conjectured. The effects of the building of this railway will undoubtedly be so far-reaching that they cannot be conjectured. The effects of the building of this railway will undoubtedly be so far-reaching that they cannot be conjectured. The effects of the building of this railway will undoubtedly be so far-reaching that they cannot be conjectured.

There is no doubt that the Edmonton Interurban railway will be a great benefit to the city. It will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population. It will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population.

**Garden to the City**  
With the completion and operation of the Edmonton Interurban railway, the Alberta capital will be supplied with a new means of rapid transit. It will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population.

**The Housing Problem**  
It will be remembered that a comparatively short time ago an alderman of the city of Edmonton who is a close student of municipal affairs in their more complex phases, advocated strongly that the city of Edmonton should acquire a considerable tract of land in close proximity to the city, provide transportation facilities to it, and set it aside for the use of the city's population.

This home would be a means of solving the housing problem in this city. It would provide a means of rapid transit for the city's population, and it would also provide a means of rapid transit for the city's population. It would provide a means of rapid transit for the city's population, and it would also provide a means of rapid transit for the city's population.

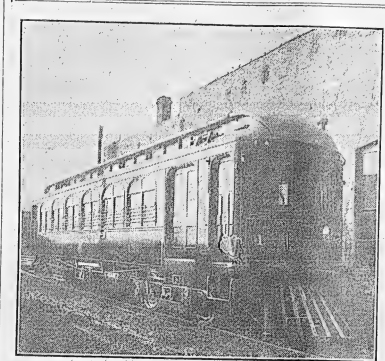
**History repeats itself.** What has been the experience of other cities? In the case of other cities, the experience has been that the city's population has grown to a certain size, and the city has reached the stage where rapid transit trains glide in and out of its portals each hour of the day and most hours of the night.

**Impetus to Gardening.** As the city's population grows, the city's population will also grow. The city's population will also grow, and the city's population will also grow. The city's population will also grow, and the city's population will also grow.

**Suburban Homes Made Possible.** The Edmonton Interurban railway will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population. It will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population.

**Advantages to Gardening.** The Edmonton Interurban railway will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population. It will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population.

#### RAPID TRANSIT INTERURBAN CAR.



The picture shows the first interurban car to be operated out of the city of Edmonton. This car should reach Edmonton within a few weeks. It is the intention to run it all the way from Chicago to Edmonton by its own power. Arrangements to that end are being made now.

### GREAT COLLIERY IS ESTABLISHED AT ST. ALBERT

Mine Will Employ Five Hundred Hands When Operating Full Blast  
Fuel in Sufficient Quantity from this One Mine to Supply Entire City of Edmonton

Without any ado whatsoever, and in a manner that the larger proportion of the people of Edmonton fail to know of its existence, there is being opened and developed within sight of the pretty town of St. Albert one of the largest collieries in the province of Alberta. The deepest and largest colliery basin in the world is located there, some distance that would have been considered far and wide had it occurred in southern California and converted into a ski-skiing resort. In this big country of Alberta, where big things are performed so often they seem scarcely to be looked upon as anything of the ordinary, this colliery development with its remarkable casings has attracted little attention. There are many coal mines in Alberta, many of them in the south, but the new enterprise at St. Albert, where nearly a million dollars is being expended, has had a tendency to be overlooked. This fact has been ascertained, perhaps, by the more or less becoming modesty of the general manager of the enterprise.

The St. Albert Collieries is the name by which the new industry will be known, or is known now by those who know it. The property is located south of the pretty town of St. Albert about one mile from the business centre of the municipality. Hundreds of acres of land are owned in fee by the company, and extensive coal seams are held as well. The more or less temporary buildings which provide present conveniences are hidden away in the dense forest of trees and shrubs, which characterize the immediate vicinity. Therefore the tall chimneys and gantries of the buildings and various objects which designate the location of the shaft are not to be seen from the town of St. Albert itself. One comes suddenly upon the works themselves after having been driven by a horse-drawn roadster to the site.

And this is the time comes the Edmonton Interurban railway and in a small measure makes provision for the city's population. It will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population.

**Advantages to Gardening.** The Edmonton Interurban railway will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population. It will provide a means of rapid transit for the city's population, and it will also provide a means of rapid transit for the city's population.

less than a hundred million tons of coal at the present time. And these figures mean little to the mind of the ordinary individual, and it might be more enlightening to remark that if the mine were to employ a full force of men, working every day, including Sundays, it would require 120 years to remove the coal which is "in sight." In short, in a coal mine a bit different from the literal interpretation of the words, for as a matter of fact there is more of it in sight than there is in sight. It is estimated that there are 337 feet of another shaft upon it cannot be in sight very well, and to the naked eye, anyway. But that coal is "in sight" just the same to mining men and coal experts, for they know it is there just as well as the ordinary citizen knows he has a half dollar in his pocket when he feels the weight of it. Drilling and test holes have been sunk in sufficient places to prove the coal is there in the quantities mentioned, and the mining men have a 120-year supply in sight.

**The Big Shaft.**  
The work of sinking that big shaft was no easy task. For a distance of 221 feet this shaft is bored with five feet of reinforced concrete. The casing is 29 feet in diameter. It is, therefore, at the 221-foot level the rock is struck. This fact made it necessary to be more careful, and the task presented then was to bore this 29-foot hole through that rock and then it would be no possibility of it coming in.

The 221 feet of concrete casing was bored in a thick, was built up as the hole for it was dug with a clamshell dredger. First the shaft was started to the bottom of the hole for a distance of a few feet the casing facing was put in and permitted to stand. Then the clamshell dredger was lowered down the shaft. Then the clamshell excavated deep, and the rock was broken down. The rock was broken down of its own weight as the dirt was removed from beneath it. As the casing was lowered down, it was permitted the casing to slide into place and down, concrete mechanics kept building up the casing as it came up and up. Now the finished job represents a big concrete cylinder inserted into the earth 221 feet down, being 29 feet in diameter. It was at the 221-foot level that bed rock was struck and here the concrete casing was poured.

**CATHOLIC SCHOOLS AT ST. ALBERT.**



was cemented and sealed to bed rock. This prevents water from getting into the shaft. From the 221-foot level is an ordinary rock drilling, blasting and digging up. The first 221 feet required the engineering skill. The excavating and drilling was done by the company, which was to be done properly to keep the casing plumb, to prevent it from getting askew and suffering some mishap. It is said that this concrete shaft goes down as straight as an arrow, the casing not being an inch in the whole 221 feet.

In the casing, the elevators will have been put in place in this line, and then the subterranean drifts will be taken in place among the producing and operating mines of the community.

**Would Supply Edmonton.**  
When the mine is what might be called developed and is running full capacity, the output will be 2,000 tons daily. Now, 2,000 tons of coal daily is a small output, and can hardly be regarded by the ordinary individual who is in the habit of looking upon coal as a very small thing. In a great big field, the 2,000 tons of coal makes a very little bit that is not short a time. But a 2,000 ton capacity mine would be quite sufficient to supply the entire city of Edmonton if all other sources of coal should fail to produce a ton. Hence it would appear unlikely that there can very well be a coal famine in Edmonton and at St. Albert. The coal vein is eight feet thick. It lies in a great big field, 327 feet below the surface of the earth. Drilling has been made in various directions and the extent of the field has been determined in a measure. The vastness of this deposit can more or less be seen from the fact that it is a little

### The Rolling Stock is to Be Suited to the Road

First Year's Operation Will Be a Test of Gasoline vs. Kerosene, One Engine Yankee Make and the Other of British Manufacture.

Edmonton's first interurban railway line will be equipped with rolling stock up-to-date and quite befitting the dignity of its service. One motor car is at Chicago awaiting moving orders; the other is at Liverpool, or perhaps it may be aboard a trans-Atlantic steamer being borne to the Canadian shore. Two cars, or coaches, each complete within itself, have been ordered, made, and are being delivered. They should both be in Edmonton by the 1st of September, or very shortly thereafter. Just when one or both of them will make its initial run on the first interurban service between Edmonton and St. Albert is a question yet undecided.

**Plenty of Power.**  
The cars will have sufficient power, as may be judged when it is stated that one is equipped with 150 horse-power motor and the other with 120 horse-power motor. On a track of steel rails this power is sufficient to propel these coaches at great speed.

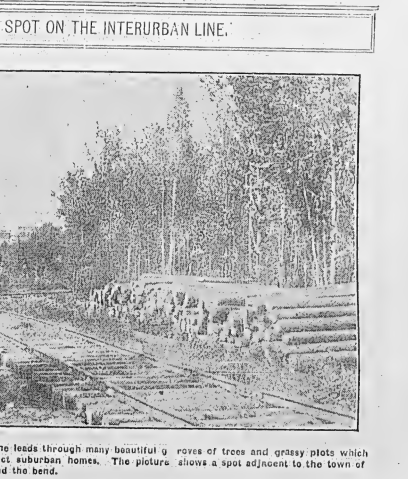
**Pioneering the Field.**  
The Edmonton Interurban Railway Company is pioneering the way in interurban railroading. The concern has no precedent by which to be guided when it comes to equipment, etc. It has to work out on its own salvation, and in doing so has set about the task in a logical and businesslike manner. For instance, two different types of cars have been purchased. One, which is to be operated by a gasoline motor driving a dynamo, is being manufactured at Chicago. The other is being made in England. This second car uses kerosene as fuel instead of gasoline. Whether gasoline or kerosene consuming motors are more adapted to this climate is a question the interurban railway people will be able to answer within a comparatively short time. The only way to find out is to learn in the school of experience, which is of times expensive and hard, but a very thorough school, nevertheless.

**The Second Car.**  
The second car has been made in England by the Pratt Company, and is known in railway parlance as the He-Shell system of motor power. This car is very similar in design and build to the Chicago-made coach, it is of lighter construction and requires less power. Its power is rated at 120 horse-power. The real difference between this car and the Yankee-made article is that the English machine churns kerosene as fuel instead of gasoline.

This Pratt car is finished and on the 21st of July was tested out on the tracks of the Midland Railway, England. The test was quite successful, and the coach was then shipped for Liverpool to be placed aboard ship. The interurban company expects the car to be delivered at Edmonton by the first of next month. A steady shipment from across the pond is what is expected for this coach. It is coming via Grand Trunk, and this delivery is promised.

With the American and British cars in operation side by side on the same road, a good test of gasoline versus kerosene will be afforded. The motor that proves the more adapted for this climate and kerosene work will be adopted as standard class of car for the interurban company. Eventually, the American car will be converted into a straight electric system. The cars now purchased will be utilized upon other interurban lines which will have been built by that time.

**BEAUTY SPOT ON THE INTERURBAN LINE.**  
The route of the Edmonton Interurban Line leads through many beautiful groves of trees and grassy points which are places for people to eat, suburban homes. The picture shows a spot adjacent to the town of St. Albert. The town is just around the bend.





# IS INAUGURATING NEW ERA

## Advantages to Accrue from this Enterprise are Numerous and Varied

### EXPECT TO BRING INTERURBAN TRAFFIC BY ITS OWN POWER

48-Foot Motor Car to Travel 1700 Miles from City of Chicago

NECESSARY TO RUN OVER FOUR RAILROADS

Edmonton Interurban Railway Car Finished and is Ready to Begin Journey to the Great Northwest.

A green car coach speeding along at express train velocity, with no engine pulling and no engine pushing, making little noise save the purr of six fast spinning cylinders, will be operated from the city of Chicago to the Alberta capital this month, according to present plans. Providing that the Grand Trunk Pacific is agreeable to the arrangement and no objection is anticipated, the bands of steel spanning the great Canadian prairies will bear a piece of rolling stock together for the first time, and it will be the first appearance in the last and greatest northwest.

Down at Chicago, the windy city on Lake Michigan, there is waiting to start for the Alberta capital one green-bodied motor car which is destined to give service on Edmonton's first interurban railway line. It is the desire of the management of the Edmonton Interurban Railway company to have this car negotiate the distance between the Illinois metropolis and the Alberta hub by its own power. It is proposed that this first interurban car travel by its own power from the shops where it has been built to the scene of its future activities. Providing that arrangements can be made with the Grand Trunk Pacific railway company, this 48-foot car-green coach will do that thing.

It will be an additional expense to bring this car by its own power to Edmonton. The extra cost will represent approximately \$1,000. Nevertheless, the Edmonton Interurban people wish to have the car come of its own power to this city.

When asked why the company was arranging to operate the motor over the several railway lines between this city and Chicago, instead of having it loaded on a big railroad freight car and brought here, Mr. Maurice Kimp, general manager of the Interurban line, stated that they desired to do so to subsidize Edmonton and the fact that Edmonton has an interurban railway which requires a motor car of the new design.

When the car leaves Chicago it will be conspicuously labeled so that all who read may know the destination of this piece of up-to-date rolling stock. The Interurban company has been conferring with the several railway lines over which the car will run and have practically completed the arrangements. The motor will leave Chicago for the Chicago, Burlington and Quincy, travel thence over the Chicago, Minneapolis and St. Paul to St. Paul, thence over the Great Northern to Winnipeg, and it is planned over the Grand Trunk to the city of Edmonton.

Just how long a time will be required to make this trip is not known. The car will not attempt to smash any fast rail records, but will be satisfied to jog along as a second section of some fairly fast passenger train, or in some other capacity that would make the railroad over which the Edmonton car may be traveling. This motor will have its own train crew and will have a second train crew from the railroad over which it is running.

When final arrangements are completed and this car begins the trip of 1,700 miles, there will be aboard, besides the regular crew, Mr. P. S. Sallinger, mechanical engineer of the Edmonton Interurban Railway company. He will be the only officer of the company to make the trip.

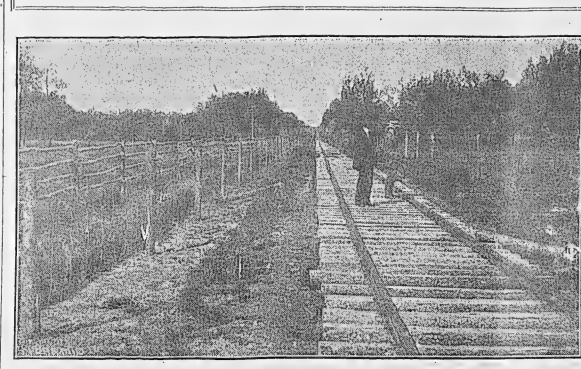
The new car may travel by day only. The time for its moving will depend upon railroad schedules of the line over which it is operating.

Upon arrival in Edmonton the new car will be taken to the interurban line barns and shops at Block 38, Queen Mary Park, pending the day of initial operation of this city's first interurban line.

This 48-foot piece of rolling stock negotiating the 1,700 miles of steel between here and Chicago will be seen by many eyes. The attention of railroad men on all the divisions of all the lines over which it will travel will necessarily be called to the unusual train, and the destination of the car noted. Edmonton will receive considerable publicity by this plan proposed by the Interurban company.

While the distance of 1,700 miles, the approximate distance between Edmonton and Chicago, seems a long way for one little 48-foot coach to travel all alone and unhelped, nevertheless, this same car will travel twice the number of miles each month as it operates between Edmonton city limits and St. Albert on the Sturgeon. An average of ten trips a day represents in mileage this same distance every fortnight.

VIEW OF THE EDMONTON INTERURBAN LINE.



All the steel is laid between the city limits and St. Albert on the Interurban and there remains only the ballasting to be done. A gang of men is engaged now in fencing the right of way, a substantial wire fence being built as shown in the picture.

### The Cars Will Be Operated Within Few Weeks Now! Track Is Almost Ready

Forty-minute Service Will Be Inaugurated at the Beginning and Hacks May Put on to Cover the Gap—Only Passenger Traffic at First.

Just when the first interurban car will run to St. Albert is a question that cannot be answered definitely by the management of the road itself. Interventions and disappointments unexpected, and for which no one can be considered responsible, will prevent the interurban line from landing people from St. Albert to the steps of an Edmonton electric car for a month or so yet. This is because of the necessary construction of a connecting line within the city limits. The Interurban Company may, however, overcome this handicap to a certain extent by inaugurating some kind of a "bus service" between the end of the interurban line and the end of the street car track. Solving toward a definite arrangement has been made relative to this matter as yet, but such has been the measure and even intimated. If this measure is resorted to in order to facilitate travel for the residents of St. Albert and community to the northwest, the city, a service will be started over the line some time within a few weeks. The first motor car will reach here from Chicago within a fortnight. The second will reach here within 30 days or less time. The service made possible by omnibus, taxi, hack, or some other kind of vehicle would be temporary, and would not be as frequent as will be the regular service when the schedule of the finished line is put in operation.

**A 40-Minute Service.** It is thought at this time that a car every 10 minutes will be a very desirable and satisfactory service at the beginning of regular operations. A car will be able to cover the distance from the city limits to St. Albert in 15 minutes. This will give 10 minutes of grace. On this schedule one of the two motor coaches which the company has purchased will be able to handle the traffic. The second car will be held as a relief or stand-by, except on holiday. On call days when Edmonton as a holy city to St. Albert, and vice versa, both cars will be utilized.

**Stop When Necessary.** Just what stop will be made between the Edmonton station and St. Albert is another question that cannot be answered definitely. It is a matter that must work out of its own solution. The company cannot know at this time where it would be most convenient to place platforms and shelters for the benefit of the public. Consequently, it will be a matter of convenience until the line is in operation. Then it will be seen where traffic is to be picked up and at such places where traffic is found these waiting rooms will be placed in such number as may be required. The cars will be equipped to accommodate the traffic, and where any is demanded it will be provided.

**Passenger Traffic First.** Passenger traffic is what the company will cater to at this time. Later, when the line is in operation, it will mean the purchase of more cars. At the present time, however, only the passenger end of the business is being handled. Of course, small bundles and light luggage will be carried. But the road will not attempt to handle

any parcel delivery or express business, or anything of such character.

**Freight Traffic Later.** In the future, it is supposed, freight cars will be operated and a freight business done such as is characteristic to this character of railway. When that day arrives the mode of handling freight will be maintained pending such time as traffic demands a more frequent operation of cars.

Passengers from St. Albert will be deposited by the interurban line at the Edmonton station, at the village of Calder, and there picked up by the Edmonton Radial Railway, which will enter that village. In this way the business of the city line and that of the interurban line will be kept distinct. Passengers from Edmonton to St. Albert will take the St. Albert interurban at the Calder station also.

### MARKET GARDENS VERY PROMISING AT ST. ALBERT

Soil and Other Conditions are Ideally Adapted to This Industry

With Transportation Afforded by Interurban Line St. Albert Will Supply the Greater Proportion of Edmonton's Vegetables.

Market gardening has already begun to make its appearance in the St. Albert locality. For gardening, St. Albert vicinity cannot be beaten. It stands pre-eminently. That St. Albert is a particularly good place for market gardens, seems self-evident. It can well be called the "garden spot" of this particular part of the province. It will carry with it the intelligence that there are quite a few men engaged in this pursuit right at this time. One gardener is cultivating some 14 acres of garden. He has about seven acres of potatoes and as many more acres of varied vegetables. Trip to Edmonton by the antiquated method of horse and wagon is necessary several times a week. Although but a comparatively short distance, the best part

of a day is required to make this trip and return. Next year, this farmer expects to send his produce to town by the interurban line. He is also planning to increase the area for cultivation. The same program is being planned by a number of market gardeners who have already become established at St. Albert. They are really the pioneers of the market gardening in that locality. Yet these people are making good money by their intensive cultivation. Off a few acres of ground their net profits at the end of the year are as large as the profits of many successful farmers who are following agricultural pursuits on a considerable scale.

The standard carmen of St. Albert are more than making good and are selling to the merchants of the city a regular stand upon the city market and speaking with a Capital representative at St. Albert, the other day, one of the larger market gardeners stated that he did not contemplate engaging in retailing on the city market next year when the interurban will be running and when the city is to have a proper market building erected. He prefers to sell wholesale and make the difference by producing directly.

On the other hand there are other market gardeners who expect to have a regular stand upon the city market and keep them supplied from their own truck farms exclusively. This will mean that early morning trips from St. Albert will be laden with vegetables and garden produce for Edmonton consumption.

By an expenditure of a million dollars the St. Albert Collieries, Ltd., has sunk a shaft 337 feet and struck an 8-foot vein of superior coal. Five hundred men will be employed in this mine and there is enough coal in sight now to keep the mine operating for 120 years.

There will be a station built in Calder. At this station passengers will transfer from the Edmonton Radial railway line to the Edmonton Interurban railway line. Just where this station will be located, what block and lot, is a question not yet determined. The station house will be of comely design and sufficient in size to accommodate the traffic.

The car barns are being erected on block 38, Queen Mary Park, are about 10 by 60 feet in dimensions and equipped to care for the rolling stock of the present. Material sheds are being erected also. Storage facilities for fuel constitute a question to be solved. Which will be the best method of storing the fuel is being considered now. The railway will be forced to keep considerable fuel on hand.

The historic town of St. Albert, located on the banks of the pretty Sturgeon river will become famous for its aquatic sports. Already there has been organized in Edmonton a canoe club which will erect a clubhouse on the right bank as shown in this picture.

The historic town of St. Albert, located on the banks of the pretty Sturgeon river will become famous for its aquatic sports. Already there has been organized in Edmonton a canoe club which will erect a clubhouse on the right bank as shown in this picture.

### RAPID TRANSIT

#### SOURCE OF JOY

There is rejoicing at St. Albert. And it is not for nothing. Every St. Albertian has a right to rejoice. And when the first "interurban" runs from the "Garden Spot" to "The City" it will be a gala day on the Sturgeon. The hour is fast approaching when St. Albert will be connected with the capital by rapid transit and that indeed in the history of the old historic town cannot be reached any too quickly to please the residents of this particular spot on the map. St. Albert citizens are watching every move very closely and broadly will deeper satisfaction every time a forward step toward the ultimate object is taken.

The steel of the "interurban" is right in the town now. It has penetrated to the very streets and will soon be bound with ballast and decorated with a terminal station. The road will deliver its passengers to within proximity of the river, the bridge, the business centre, the park. Every access will be had to all parts of the town from the terminal point.

Already the benefits of the construction of this line are being felt at the town. These benefits are manifesting themselves in more ways than one. Evening this week several Edmonton gentlemen appeared before the St. Albert town council in a statement of a canoe club with a membership list of some 300. Arrangements were made for a side upon which to build a home for this club. The advent of the Edmonton Interurban line makes it possible for this canoe club to be formed and include in that sport on the Sturgeon river and upon Big Lake. It is understood that a number of the members of this canoe club are all helping the erection of bungalow summer homes upon the banks of this same Sturgeon river.

Still another benefit to St. Alberters (and this happens to be their own private affair and no business of anybody else), is the enhancement of real values. The town assessor counts that he has been benefited considerably. And there are property owners in the pretty town who could turn over some of their holdings at a considerable advantage, even if the

### NOT PURPOSE TO STOP LINE AT ST. ALBERT

Less Than Year Ago the Edmonton Interurban Was Organized and Will Be Operating Now Within Short Time—Track Now Laid and is Being Ballasted.

Less than one year ago the Edmonton Interurban Railway company was organized. It was organized for the purpose of building an interurban railway between the city of Edmonton and St. Albert, a picturesque little town nestled on both banks of the Sturgeon river and literally overlooking the Alberta capital. The company was organized for the further purpose of building and operating other interurban railway lines radiating from Edmonton. At the present time the St. Albert end of the line is being constructed and the attention of the officials and future lines are being given no consideration. The company's charter, incorporating lines to Port Saskatchewan, Beaver Lake, Tofield (taking in Cooke Lake), Verreville, Pigeon Lake, Newnan, Lake Ste. Anne, Nanaimo and Xmas Post Office.

#### Large Capital Represented

This enterprise which is affording the city of Edmonton its first interurban railway is financed by both Edmonton and foreign capital. French capital is represented in a large extent. The president of the company and a large stockholder, belongs to the city of Paris. The officers and directors of the Interurban company are: President, George Harley, Paris; vice-president, J. H. Pickard, Edmonton; general manager, Maurice Kimp; Edmonton; secretary-treasurer, C. E. Barry, and Leon Bureau, Paris.

The capital is divided into shares of \$100 each and \$500,000 has been subscribed. The construction of the road is costing approximately \$25,000 a mile. The rolling stock is costing \$25,000 a car. There are also car barns, shops, material

farther to the northwest to Ray, Villeneuve, Hiverville, O'Hare and other river points. Just when the line will go farther toward the northwest depends upon circumstances, such as the development of the territory tributary, etc.

**Ready to Operate** A year ago in October this Edmonton Interurban company was organized with a capitalization of a round million dollars, half of which was subscribed. Today the road practically is ready to operate its line. As soon as the company and the city of Edmonton have concluded the arrangements providing for connections of the municipal and interurban line at the city limits, and a stretch of track has been laid within the city limits extending from Twenty-fourth street to Calder, the first interurban railway line to this city will be ready to begin operating.

The Interurban company has lost no time in the prosecution of its work. Immediately upon its organization the company began the actual building of the road. Although laid in the construction season when work was started, not less than half the grading was done last year. With the exception of the first rubble this spring, grading was resumed and steel, which had been delivered during the winter, was placed upon the grade.

#### Roadbed Drained

With the opening of spring the interurban people discovered that a large amount of ditching would have to be done to properly drain its roadbed. Accordingly this was done, and many a subdivision which would classify as a car reserve for stock hunters, now can be represented quite properly as highway and slightly.

The roadbed of the interurban line is now well graded, well drained, and the work of ballasting is in progress at this time. Sand ballast is being used. The road is six and one-half miles in length, the distance the interurban cars will operate. This is to be a point in the present village of Calder. To this point the Edmonton street railway is to be extended at the expense of the Edmonton Interurban Railway company to connect with the St. Albert and Edmonton roads.

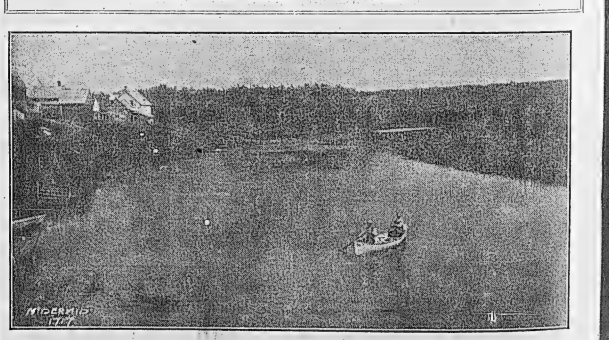
The interurban was constructed down to the village of Calder prior to the last expansion of Edmonton city limits, hence the short distance between the northern boundary of Calder and the city limits is already covered by the interurban steel. Hence the distance yet to be constructed is from the end of the car line on Twenty-fourth street to a point somewhere in the southern part of the village of Calder.

#### Station at Calder

There will be a station built in Calder. At this station passengers will transfer from the Edmonton Radial railway line to the Edmonton Interurban railway line. Just where this station will be located, what block and lot, is a question not yet determined. The station house will be of comely design and sufficient in size to accommodate the traffic.

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### TYPICAL RIVER SCENES AT ST. ALBERT.



The historic town of St. Albert, located on the banks of the pretty Sturgeon river will become famous for its aquatic sports. Already there has been organized in Edmonton a canoe club which will erect a clubhouse on the right bank as shown in this picture.



BASEBALL  
BOXING  
CRICKET  
TENNIS













## AUTO PARADE SHOULD BE A GOOD FEATURE

Many Automobiles Will Be  
In Parade on Opening Day  
of Edmonton Exhibition

On Tuesday next week the Edmonton Exhibition will be formally opened. After the usual speech making has been completed and before the horse racing starts, there will be a parade of decorated automobiles. The prizes this year are such as to attract many of the best automobiles in the city and the parade is bound to be such as has never been seen in Edmonton before.

It is expected that there will be nearly one hundred machines decorated and in the parade. Many automobile owners have already signified their intention of being in the parade.

## AUTOMOBILE NOTES

Since this time last year there has been an enormous increase in the number of automobiles owned by residents of Edmonton. Automobile dealers say that there is almost double as many now as last summer, and that their business is just as active as at any time during the past two years.

Several automobile dealers in Edmonton have stated emphatically that, although other lines of business may be light, there has been little, if any, let up in their work at any time during the present summer.

When the 1914 models have been received in the city no doubt business will take an added spurt. It is known that a number of people are awaiting the new machines are in before buying.

Mr. G. Randall, of Winnipeg, who recently passed through Edmonton in a Peetless car on a tour to the Pacific coast, is now making the mountain trip. A week or more ago he reached itself safely, and sent back word to Mr. Dunsmyth, in whose charge his car had been placed, that the trip that far had been made without mishap. Randall, it will be remembered, was

going through from Winnipeg to Vancouver, and from there possibly to San Francisco and back to Winnipeg. He had made the trip from Winnipeg to Edmonton safely through some very bad roads, his Peetless car, the first ever in Edmonton, being in pretty bad shape.

The constitution of the Edmonton Automobile club has been written in pamphlet form and distributed among the members. By this means the members will understand the aims and objects of the club, and be better able to assist the officers in their work.

The membership of the club is now nearly 250, and is increasing rapidly. If it continues at the work it has started it will in a very short time be an influential body and capable of doing great work.

The 1914 models of cars should arrive in Edmonton inside of a few weeks. It is anticipated that they will show decided improvements over the older cars and many people are waiting their arrival before deciding what car to purchase.

A few years ago an automobile trip to Athabasca landing was a hazardous and painful journey. The roads were in terrible condition being almost impassable even in the best of weather. They were not really roads. Everyone called them trails and they were trails in every sense of the word. Parts of them were little better than a pathway through the forest. It was often necessary to get out and lift trees out of the way.

Now the roads to the Landings are roads. True they are not the best roads in the province being humped in mud when it rains but there is not any great danger of being lost.

The hundred mile run to Athabasca landing is becoming more popular every year.

One of the popular week-end automobile runs out of Edmonton is to Cooking Lake. Every Saturday scores of cars leave the city bound for the lake and return Sunday night or Monday morning.

The road however is none too good when it rains. On several occasions a dozen or more cars have been stalled along the highway unable to get to the city.

The road is a narrow one graded with earth and when it rains becomes slippery. If a car once goes down one side the speed necessary to carry it up again runs it into the other ditch and a trip back in a zigzag run from one ditch into the other.

## CADILLAC AGAIN MOVES FORWARD

Latest Innovation Means Much  
for Luxury, Flexibility and  
Economy of Car

Motorists, mindful of the Cadillac achievements in the development of the automobile, and therefore accustomed to look to that car each year for new and progressive features, are reading with avidity the 1914 announcement just issued, in which at last is revealed the nature of the latest models.

In view of past Cadillac accomplishments, which included the introduction of the first practical electric cranking device, and the reformation of the awkward method of pumping the engine into activity by means of hand labor, the keenest curiosity was aroused as to what the new mechanical element would be.

That curiosity has been appeased by the announcement that the 1914 Cadillac will be moved with a two-speed direct drive axle. While curiosity has been somewhat satisfied the new mechanical element has started a buzzing of discussion and comment because the device will have a revolutionary effect on the results attained in luxury, flexibility and economy. Executives of the Cadillac are already assured by letters, telegrams, and a rush of visitors that no other forward step ever taken has created such a profound impression or aroused more widespread interest.

Means Great Advance

The methods by which the 1914 Cadillac two-speed direct drive axle secures increased luxury, comfort and economy are most appreciated by the man who is thoroughly versed in the automobile business. Some idea, however, may be given of this revolutionary feature in more or less untechnical language. It is not merely an axle that is this mechanism is a great advance in motor car construction. As peculiar function is of another nature. Here the power to the engine has been transmitted to the rear axle by a single level driving gear. Therefore there could be at all times, and under various conditions of travel which might arise, only one ratio between the revolutions of the engine and the revolutions of the rear axle as it is absorbed by the power, except for the changes afforded by the transmission gears by the hand lever. Now, however, by means of the new Cadillac will have two direct drive gear ratios in transmitting the power to the rear wheels.

Usually the single direct drive gear ratio ranges from 3.5 to 1 down to 4 to 1; according to the car and according to the success of the mechanical designer in securing that ratio best adapted to his particular car. That single ratio had to do the best it could under all circumstances. Now, with two ratios, there is just double the means for promoting the economical and efficient application of the power developed by the engine to the driving of the car.

Low Speed for City Driving

On the 1914 Cadillac the low direct drive gear ratio is 3.5 to 1; the high direct drive gear ratio is 2.5 to 1. The low is especially adapted for city driving, where traffic problems are met, where speed must be low and stops and starts frequent. A simple convenient electric switch changes the gear ratio from the low direct and the car is ready for conditions of 10 miles per hour or more.

With the high direct gear ratio in operation at any given speed of the engine, the speed of the car is increased about 42 per cent, over what it would be with the low direct gear ratio. This point is illustrated thus: At an engine speed of 700 revolutions per minute with the low direct gear, the car speed is 21 miles an hour; employing the high direct gear will increase in engine speed.

One of the prime benefits claimed for the low speed gear is that because of the feet just stated and because the fuel is used to greater advantage. Other advantages include less friction in high gear by reason of the parts moving more slowly; hence less wear and almost the entire elimination of vibration. There is also greatly increased comfort due to a luxurious smoothness of operation, yet these desirable results are obtained without complicating the engine.

There are several other features of the 1914 Cadillac that are attracting much attention an improved and simplified Cadillac motor electrical system, cranking, lighting and ignition system; a more efficient carburetor; stunning body designs and many refinements of detail.

A map of the Edmonton district is being prepared by the Edmonton Automobile club and will be distributed among the members shortly. It will outline all the good roads, and on it will be marked bad spots in the road. Dangerous places will also be noted.

## A CADILLAC FEATURE

One of the most interesting automobile announcements ever made is that of the Cadillac Auto Co. in connection with their 1914 model. The Cadillac Auto Co. has some new features, the 1914 car will have some things entirely new in the shape of a two-speed drive axle. That is in place of the single level piston and single level driving gear common to ordinary construction, there are two level pistons and two level driving gears. This affords two different gear ratios: each drive direct from the engine to the axle without intermediate gearing.

The usual single direct drive gear ratios range from about 3.5 to 1 down to 4 to 1 according to the car. Any single gear ratio is necessarily what it is because a single gear ratio must be, or should be, the particular one which is best adapted for all around general use.

No one single gear ratio can possibly be just right for all speeds and all conditions. But by using two direct gear ratios we have, exactly doubled the means for promoting the economical and efficient application of power developed by the engine to the driving of the car.

In the new Cadillac axle we have, as before stated, two direct drive gear ratios. The low direct drive gear ratio, which is 3.5 to 1, is especially adapted for city driving, where starting, stopping and slowing down are frequent and where cautious operation is necessary.

The high direct drive gear ratio, which is 2.5 to 1, is of special advantage where speeds of about 16 miles or more per hour are permissible and desirable.

The change from one gear ratio to the other is made by means of a simple, convenient electric switch. The advantages of the high direct drive gear ratio lie primarily in the fact that with it any given speed of the engine produces an increase of about 42 per cent in the speed of the car. For example: At an engine speed of 700 revolutions per minute, with the low direct gear engaged, the car will travel approximately 21 miles per hour; while on the high direct gear it will travel approximately 30 miles per hour with no increase in engine speed.

The Cadillac Co. has the enviable reputation of never introducing anything that has not been successful from the start, and there is no question but that the new two-speed drive axle will add another item to their long list of successes.

## SHOW ROOMS FINISHED.

Work on the new show rooms in the McLaughlin garage will be completed today. Had it not been for trouble with the floor it would have been ready before this. The floor had to be replaced, an operation which occupied several days.

## GOVERNMENT INVITED TO SEND ENGINEERS

Edmonton Automobile Club Has Asked Alberta Government to Send  
Representatives With Them to Scout Out Roads in Eastern  
Part of the Province.

The Alberta government has been invited to send engineers along with the automobile expedition being sent by the Edmonton Automobile Club to explore the roads from Edmonton to the eastern boundary of the province, that their reply to the invitation has been received. The expedition will not start.

The idea of the expedition is to scout out the roads, the information to be used in the building of the great transcontinental highway to be built from the Atlantic coast to the Pacific. A portion of the road has already been completed and it is the intention of the club to interest the Alberta government in the project and induce it to build the Alberta section.

Automobile clubs in Saskatchewan, Manitoba and Ontario are doing the same with considerable success.

Auto enthusiasts have been working on the scheme for several years, and a number of conventions have been held to discuss the project. This year it is beginning to take tangible form.

If the Edmonton club is successful in securing the Alberta section of the road it will insure one good road across this province.

At the present time the roads throughout the eastern portion of the province are in an shonorable condition, being almost impossible for either autos or wagons.

**JUST OPENED** . A . **JUST OPENED**

**New Place to Eat**

**SPICK AND SPAN**

**COMMERCIAL LUNCH**

627 First Street Phone 6219

**You are Invited to Eat with us**

Epicurian Service. We cater to the Fastidious Palate as well as to the Economical Purse.

The Commercial Lunch purposes to conduct the cleanest, best and most convenient restaurant in the Edmonton business centre.

**Eat with us and be**

**JUST OPENED** **Convinced** **JUST OPENED**

## Ask for the SCOTT MOTOR'S BOOTH At the Exhibition

THE SCOTT MOTOR LIMITED—The "SQUARE DEAL" GARAGE, on SECOND STREET, invite their patrons and the general public to visit their Booth at the EXHIBITION next week.

We have spared no effort to make this the finest Automobile Exhibit in the West.

The latest and best models of the

"RUSSELL SILENT KNIGHT"

"SILENT WAVERLEY ELECTRIC"

"KISSEL KAR DELIVERY WAGONS"

AND LAST BUT NOT LEAST

THE FAMOUS "STUDEBAKER"

will be on view; and this will afford the opportunity you have been waiting for to investigate the car that has made the high priced car "A FAD."

## MONTSERRAT Lime Fruit Juice for cold drinks on hot days.

When you want something really cooling and satisfying and good—get out your bottle of "Montserrat" Lime Fruit Juice.

It has the delicious flavor—the natural "tang"—the refreshing bouquet—of the finest West Indian Limes from which it is pressed.

A bottle of "Montserrat" opens up a new world of summer comfort and delicious, cooling beverages.

Druggists and Grocers everywhere have "Montserrat".

NATIONAL DRUG AND CHEMICAL CO.  
OF CANADA LIMITED, MONTREAL.



**Double Satisfaction.**

## Edmonton Taxi-Cab Co. KING EDWARD HOTEL Phone 2122

Fair Ground Office near the main entrance.

Direct Free Phone, Writing Room, Easy Chairs for Rest Room. Every convenience at your service.

## Fare-50c-Fare

To the Grounds or From the Grounds.

**Phone 2122 Yours to Command**



## UNEXCELLED AS A SECTION FOR HIGH CLASS DAIRYING

St. Albert Has Many Natural Advantages Over All Other Places

INDUSTRY IS GROWING VERY FAST AT THIS TIME

St. Albert Dairyman With Purebred Herd Sends the Prize Cream to Creamery in the City of Edmonton.

St. Albert is fast becoming a dairy center. The advantages which are being realized by the residents in the St. Albert district. And the farmers have discovered that they reside in a district that is absolutely first class for this industry.

One thing characteristic about the dairy is the alacrity with which the

Riviera O'Barre districts. St. Albert is the distributing point for these communities.

Two years ago there was probably not one cow milked for other than local consumption in the St. Albert district. And today there must be hundreds. That there are not more is because the farmers have not been able to get together proper herds so far. It requires considerable time to get together a dairy herd of 15 or 20 good grade cows even. Nevertheless, this same district boasts of one herd of purebred stock. Gradually, and quickly good grade herds and quite a number of purebred cows are being acquired by St. Albert farmers. Within a few years they will have a milking herd of cows unsurpassed anywhere in the province. In this respect the St. Albert district is behind no other in central Alberta. There are very few good dairy herds in the whole province, and remarkably few in the Edmonton district. But there are being acquired very rapidly.

St. Albert has one dairy farmer who has a herd of genuine purebred cattle. This man is Mr. Arthur Greiner. Mr. Greiner resides one mile from St. Albert. He has a herd of purebred Ayrshire cows. He milks about 15 cows, and his monthly creamery check reaches the \$150 mark. Mr. Greiner has a first class barn with modern conveniences and sanitation contrivances. He started dairying about two years ago. He is a pioneer in the country, having cut the bush from his place. He came to the country some 15 years

## LOCATION OF TOWN IS VERY STRATEGIC

### All Highways Leading to All Points of the Compass Converge at St. Albert

The strategic location of St. Albert might be in a measure appreciated by the following excerpt from the St. Albert News of an issue of some time ago. The excerpt follows:

Road Superintendent Mr. Olesneskos was here this week in company with a government engineer concerning work on a comprehensive plan of trunk roads which converges at St. Albert from where the now famous Edmonton-St. Albert trail leads into Edmonton. The importance of these roads cannot be over-estimated. This means that a district 100 miles long by 200 miles wide will have no less than three trunk roads all terminating at St. Albert. The first is the Monteville trail, which is destined to reach Leduc and proceed northward; the second leads to Ray, thence into the Riviere du Barre country, continuing its course to Belvedere; while a third one will lead westward through Villeneuve into the Lac Ste. Anne country. Wonderful progress is being made throughout this St. Albert district in the matter of road building. With the Municipalities Act in operation, and the government local trunk roads, the question of bad roads should ere long be a relic of the past."

## HOME OF BISHOP HOME OF SCHOOLS

For More Than Half a Century Devoted Sisters of Charity Have Taught the Red Men's Children.

St. Albert enjoys quite a distinction in the fact that it is the home of the Catholic bishop. From St. Albert, the work of the diocese is directed. There is located the Bishop's palace. The parish church or cathedral is located at St. Albert, and the Sisters of Charity conduct there a convent or school for both boys and girls, an orphanage, and a school for Indians. The Archbishop also resides at St. Albert. There are three separate and distinct institutions of learning in these schools. The orphanage is one school of itself and quite an undertaking. The school for boys and girls, while children, who are boarded at the convent, is another work of no small magnitude, while the school in teaching the children of the Red man is a task of still larger proportions. Each work is kept distinct and apart. The white children are housed and fed at the convent and are schooled at the public school where four gray nuns are teaching.

**Work With Indians**  
Teaching the Indian children is a work upon which the school at St. Albert was founded. And the sisters will not give that up until the arrival of the day when there will be no Indian children to teach. For more than half a century these gray nuns have been teaching the Indian children in the school. The school was established for that purpose; teaching these children is in reality the major work of the institution although the number of white children and number of nuns in the orphanage are increasing quite rapidly.

Indian boys and girls are kept in school until they are 18 years of age. They are taught book lore as well as courses in practical things. Manual training is given a prominent place in the school. The boys are taught to work on the farm, handling horses and engaging in agriculture when they become old enough. As they enter their teens they are given more practical and practical instruction and less school instruction. Experience has taught these Catholic sisters the greatest and most efficient way to teach the aborigine, and they utilize the most effective method. The work of the nuns has been so effective that the dominion recognized it in a way and gives the school a small fee per capita of full blooded Indians. The half or quarter breed child, however, receives no such recognition and but for the work of the school, his environment would undo tendency to white men's point of view and mode of living that breeding might have instilled.

The school begins to pay a small monthly wage to Indian boys after they have attained 14 or 15 years of age. This may start at a few dollars a month, and by the time the boy is 18 years of age, he may be receiving \$10 a month or maybe more. This money is placed aside to the credit of the pupil so that when his education and birthday arrives and he leaves the school, he has several hundred dollars in money and can purchase a team of horses or enter upon a homestead, or seek some other channel for future endeavor.

The sisters have a farm in connection with the school, and it is upon this farm that the Indian and mounted husbandry. There are about 300 acres in this farm. It is this farm that makes the maintenance of this school possible. Here is raised food for the table. And there are several hundred mouths to feed three times a day. Stock is raised to provide meat. Wheat is grown and other grains and the school garden is unexcelled. Cows supply milk and cream, and butter is made. The institution tries to produce as much of its supplies as possible and makes remarkable strides in that direction.

All this is managed and directed by women, by gray sisters. Sister M. A. Leche is Sister Superior, and in charge of the institution.

**The Orphanage**  
In maintaining the orphanage, the Sisters of Charity are performing a noble work and carrying a great load upon already heavily laden shoulders.

This load carried by gray nuns in providing for the orphans is a duty which belongs to the state, or society at large. On New Years day there was in this school 14 orphans for whom not one cent was being paid. The sisters are caring for them, and in doing so are performing a work which belongs to the state. Applications have been made, it is understood, to the provincial authorities asking that something be allowed the school on a per capita basis for caring for these orphans. The sisters have hopes of receiving such recognition as will help them over a financial obstacle under which they have been struggling for a time. The work has demanded the erection of buildings and buildings have cost money. There are several large dormitories, one five stories high, another four stories.

Other buildings have to be maintained and the institution is sorely crowded for room right now. There is need of more buildings. The institution is paying interest of some \$40,000 which means \$2,400. With this interest, with the orphans, with the Indian school, all requiring money to maintain, much money is required.

The convent or school for white children does pay its way owing to the fact that the sisters do the work. There are about 90 boarders, boys and girls, who live at the convent in dormitories built especially for this work. In the gray nuns' enterprise at St. Albert, 20 sisters are devoting their lives. The number is really too small half a century ago the work was started with three sisters. It has increased ten fold.

## GOOD PRICES ARE RECEIVED FOR STOCK

A news item taken from a St. Albert newspaper tells of land, stock and grain activity in the St. Albert section: "Mr. John Schaefer sold his quarter section three miles north of Bonalis school to Crafts and Lee of Edmonton for \$5,000. This land he purchased a few years ago for \$15 per acre. He has now purchased a half section two and a half miles from Morinville for \$8,000."

Mr. Joseph Kinthe sold to Mr. Hunter, the store shipper, at St. Albert, 12 steers for which he was paid \$1,000. The importance of mixed farming in this district is well understood. The farmers are shipping loads of hogs the same day.

"The farmers in this district have about completed steeing, and a much larger area than ever is reported under cultivation. The frequent showers which have been present at this season of the year have greatly accelerated the growth of pasture and timothy as well as grain."

# Royal Hotel

St. Albert

"The Best in the West"

Hot and cold water. Sample rooms. Special attention to week-end parties. Headquarters for commercial men. Rates—\$1.50 per day and up

Joseph Julien, PROP.

Capital Want Ads Are Business Magnets

## Canoes and Rowboats to Rent

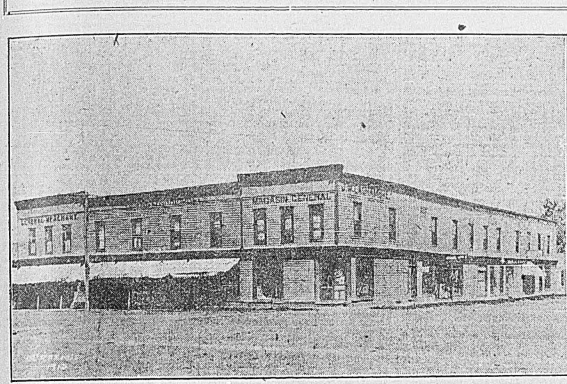
Special accommodations for parties of any size



Row boats, canoes, motor boats, skiffs, sail boats built to order

Joseph Bacon, St. Albert, Alberta

## ONE OF ST. ALBERT'S BUSINESS BLOCKS.



The picture here shows one of the business blocks to be found in the town of St. Albert. Nearly everything from a loaf of bread to a threshing machine can be bought within the walls of this block.

residents turn to those pursuits which give the most lucrative and for which the country seems most fitted. The country surrounding St. Albert produces anything and everything that is grown in this province, so the choice is from a considerable variety.

There has been called to the attention of the St. Albert community only within the past two years. The community had been making such a success of dairying that it was forced to look about for a variety of farm pursuits. Some stock raising was, and is, indulged in, but general farming with considerable emphasis on the grain has been the slogan of the past. Therefore it cannot be said that

ago or more. During that time he engaged in various forms of stock raising, grain growing and the several departments of farming. He is satisfied that dairying is the most profitable industry well suited to his district.

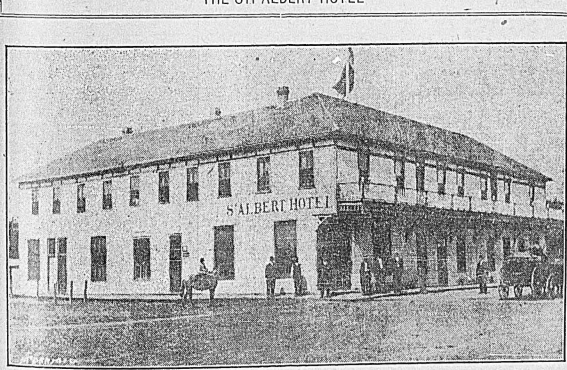
Through the success made of dairying by Mr. Greiner other farmers have been induced to begin milking cows, and today each daily train from St. Albert has many milk cans from St. Albert. It is said that this Greiner does that dairying. St. Albert sends to Edmonton the choicest cream received at the Harris dairy.

It is expected that a creamer will be erected at St. Albert next spring. This

**THAT HOLY WAR.**  
The Bulgarian atrocities seem to equal anything charged against the Christians by the Christians who promoted a "holy war" against Turkey—Louisville Courier-Journal.

Industry. It will have advantages as no other district adjacent to Edmonton has. With the operation of this interurban line the dairy farms will be enabled to get rapid transportation for their product at all hours of the day. This is very essential, especially so in the summer time. Just now the St. Albert dairy farms are not shipping milk to Edmonton. Transportation facilities are not the

## THE ST. ALBERT HOTEL



The town of St. Albert looks well to the comforts of the stranger within her gates. The St. Albert Hotel provides all the comforts and conveniences that one could desire.

the residents of St. Albert and Mountain View have taken up dairying through force of necessity. It is through expediency. Two years ago there was scarcely a cow milked in that part of the country for other than local consumption. Today there are no less than two score farmers paying considerable attention to dairying. One dairy, the Harris dairy of this city, represented at St. Albert by Mr. G. D. Armstrong, has been in operation for 150 years. One day this week a farmer's wife drove to St. Albert, a distance of seven miles, bringing 150 pounds of cream with her. On that day every opportunity. This is merely one of many others. The dairy sections tributary to St. Albert extend a considerable distance to the northwest in the Ray, Villeneuve and

dairying industry has taken such root that the hour has arrived when such an enterprise will not only be profitable, but is demanded. The extent to which the dairying industry may be developed cannot be computed. And the wealth of the country in this respect would, therefore, be difficult to estimate.

While dairies are under discussion it is pertinent to mention that the Sisters of Charity, the gray nuns, have been doing a considerable dairying business for some years at St. Albert. But while they have been having many cows milked they have sold no milk or cream. They have ample consumption for this in their own schools, a consumption that is of great magnitude. With the operation of the Edmonton interurban railway the dairy industry in the St. Albert district will be given a great impetus. St. Albert will be most happily located for this particular

best for dairy producing sections on any of the railway lines. In fact, no railway line can give the rapid transit and convenient service as can be afforded by an "interurban" of the street car type. Hence St. Albert will have a large advantage in the matter of transporting cream and milk to the city of Edmonton. This will be an advantage which is not enjoyed by Clover Bar, a dairying centre of repute, Andrews, Leduc and other places where the farmers are going into dairying very strong.

So when dairying is taken into consideration it can be said, without danger of contradiction, that St. Albert is most strategically located, and possesses to occupy a position peerless within a short time. The establishment of the creamer there in the spring will give an impetus to the dairying business, as will also the operation of the interurban

# EDMONTON

On the Interurban Railway

and adjoining car barns.

We have the cheapest property in the district. Investigate for yourself.

Don't hesitate, as the cars will be running shortly and these prices will double before any others.

## ARTHUR BLOOMER

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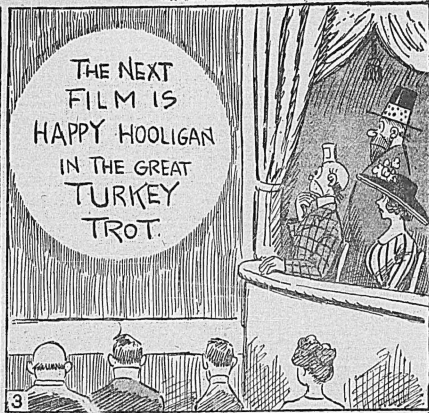






# Oh, Dear! Happy Is "In Bad!"

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# Bill and Sam Were Just in Time!

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